



City Council - Transportation, Energy and Utilities Committee

Tuesday, November 28, 2023, 5:00 PM,

Join in Person: Front Conference Room, 645 Pine St. Burlington, VT 05401

Join via Zoom: <https://zoom.us/j/84603122855>

To call into the meeting, including to speak during public comment:

Phone: 312-626-6799, Webinar ID: 846 0312 2855

1. Agenda

1.1. Motion to amend/adopt agenda.

2. Adopt Minutes

2.1. Minutes of 10.26.23

3. Public Forum

4. Deliberative Agenda

4.1. Bird Bikeshare Update (35 Minutes)

4.2. Lead & Copper Rule Revisions (LCRR) Briefing (35 Minutes)

4.3. North Winooski Ave Update (20 Minutes)

5. Director's Report

5.1. Director's Report

5.2. Solid Waste Generation Tax Payment Compliance

6. Councilor Items

6.1. Councilor Items

7. Next Meeting

7.1. Next Meeting - 12/19/23 (Tentative, need to confirm location)

8. Adjournment



CITY OF BURLINGTON, VERMONT
CITY COUNCIL TRANSPORTATION, ENERGY & UTILITIES COMMITTEE

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Councilor Mark Barlow, Chair, North District
Councilor Gene Bergman, Ward 2
Councilor Hannah King, Ward 8

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Transportation, Energy and Utilities Committee of the City Council
Thursday October 26th, 2023 – 5:00PM

Front Conference Room
645 Pine Street, Burlington, VT 05401

–DRAFT MINUTES–

Chair Barlow calls meeting to order at 5:02PM

1. Agenda

Councilor Bergman moves to approve the agenda. Councilor King seconds. All in favor, passes unanimously.

2. Minutes of [9.26.23](#)

Councilor Bergman moves to approve the agenda. Councilor King seconds. All in favor, passes unanimously.

3. Public Forum

Andrea Todd– Bird bikeshare parking is inadequate. Clean Sweep operation this time of year needs to happen to clear out leaves.

Closes at 5:07PM

4. Initial WWTP Tertiary Treatment Pilot Report and WWTP Upgrade Update

- Megan Moir, Matt Dow, Martil Lee

Megan Moir and Martin Lee give presentation. Discuss finances, constructability and timeline.

Chair Mark Barlow – Questions about federal/state funding for these projects. Bond in 2024?

Megan Moir – Anticipating CY24

Chapin Spencer – Hoping to get to CC prior to Town Meeting Day as it is major policy discussion.

Councilor Gene Bergan – Any other competing departments for this money?

Chapin Spencer – We are in discussions. Still working on how this will be packaged for rate payers.

Chair Barlow – Rate payers need to be made aware as soon as possible even if all details are not worked out.

Megan Moir – Still working out affordability scales.

Item ends 6:07PM

5. Engineering Standards

- Julia Ursaki, Maddy Suender, Laura Wheelock, Norm Baldwin
- Action

Norm Baldwin – Gives overview of why standards are necessary for uniformity, cost, and quality for all work in the ROW.

Julia Ursaki gives presentation.

Chair Mark Barlow – Supportive. Is there process for variances?

Julia Ursaki – Yes, language included to have contractors confirm and work with City and City Engineer.

Chair Mark Barlow – What are factors that determine TEUC approval vs City Engineer approval for changes?

Laura Wheelock – When there are safety and best practice improvements based on accepted standards that could be City Engineer.

Councilor Gene Bergman – Supportive as this is very important. Would like a list of what and why we are deviating from VTrans. Has there been a reaction to this by development community and what likelihood of increased construction cost is there and intern higher cost of living? Need to have a process for helping low-income development be subsidized.

Laura Wheelock – We can work with CEDO prior to City Council.

Councilor Bergman moves that the TEUC approves and recommends that the City Council adopt the City of Burlington Engineering Standards with the addition that Staff work with CEDO for affordability questions and list Burlington specific deviations from State/Federal standards with rational provided.

Seconded by Councilor King. All in favor. Passes unanimously.

Item ends 6:39 PM

6. Bikeshare Update

- Julia Ursaki

Julia Ursaki – Provides overview of Bird metrics and parking. Bird manages bike parking with reporting from citizens - where bikes aren't reported, they can't fix them. They have gotten 77 reports through their app, all of which have been responded to within 2 hrs. There is also an email (vermont311@bird.co) to report bikes parked incorrectly. Bird is trying to do more outreach for parking and looking into a program for repeat offenders of misparking. Bikes will leave the streets for winter months.

Councilor Gene Bergman – Not happy with only relying on complaints. They should be doing periodic checks and actively looking for misparking. Would like for bigger report to show more data on user such as where they are and discount program and its relationship to TDM requirements.

Chair Barlow – Confirms reporting in app can be used like SCF to report misparking even for non Bird users. Would be good to be more widely advertised. A phone number would be helpful too.

Item ends 6:47 PM

7. Vehicle for Hire Modernization

- Councilors

Chair Mark Barlow – Continuing to attend meetings and they have provided a memo included in the packet. Would like TEUC to formalize this request for I&T Dept. to look into updating metering and then recommend a path forward to TEUC to recommend to CC.

Councilor Bergman moves to request the Innovation and Technology Department do research and report back to the TEUC with a recommendation on how to move forward with upgrades to the taxi meter system that the VFHLB recommended in their memo. Seconded by Councilor King. All in favor. Passes unanimously.

Item ends 6:51 PM.

8. Director's Report

Chapin Spencer – Update on rate changes for off street and on street parking – plan for Commission in November. Working to bring forward a contract acceptance for Main Street Great Streets after some value engineering to reconcile high bids.

Item ends 6:53 PM

9. Councilors' Update

Councilor Bergman – Request to have list of items as part of committee packet that we have requested to bring to TEUC.

Item ends 6:54PM

10. Next Meeting 11/28/23 - Confirmed

December 19th meeting confirmed as well - to be held elsewhere TBD.

11. Adjourn

Councilor Bergman moves to adjourn. Councilor King seconds. All in favor. Meeting Adjourns 6:55 PM



Memorandum

To: Members of the Burlington Transportation, Energy, Utilities Committee

From: Katie Martin, Associate Director, CATMA

Date: November 22, 2023

RE: Bird Electric Regional Bikeshare Update

Update

In my 10/24/23 memo to the TEUC, I provided a brief overview of the July 2023 system launch, data from the first quarter of operations (July thru Sept) that indicates a well utilized purpose driven system, as well as the need to address concerns from our community. As mentioned previously, this is a new system model for our community and, with any new mobility option, there is an adjustment and education period. CATMA is committed to ensuring that Bird is addressing any concerns and maintains an accessible, convenient, and affordable travel option in our community.

We are also committed to sharing the positive impacts that have resulted from providing a transportation-oriented bikeshare system, which supports the City's goals of reducing vehicle miles traveled (VMT) as stated in the climate emergency declaration.

Summary of Bird Presentation at 11/28/23 TEUC Meeting:

1. **Meeting Burlington's TDM Objectives:** Reducing VMT and providing transportation options for those without vehicles.
2. **Bird's System with CATMA:** State of current docked systems & Bird's dockless solution.
3. **Bird's First Quarter Highlights:** Ridership and member numbers, how riders are using the system, comparison to previous bikeshare system and rider feedback.
4. **Bird's First Quarter Lowlights:** Parking, Lack of low-income adoption, Messaging, Fleet Manager sweeps, Need for more bikes in surrounding areas, Vandalism, Tech/Product glitches.
5. **Bird Addressing the Issues:** Parking (increased personnel), Increased messaging and public outreach (parking, reporting, discounts), Increase outreach to potential Riders, Solving technical issues.
6. **Birds Flying South & Plans for Spring 2024:** Bird's winter plan, Communications plan, Bird's tentative relaunch proposal.

On behalf of Bird and CATMA, we look forward to providing a more robust update virtually at TEUC's November meeting.

<https://catmavt.org/bikeshare/>



Hello, Burlington, Winooski & South Burlington

Here's a glance at the 1st Quarter of the Regional Bird E-Bike program (July–Sept 2023):



4,163

Unique Users

175

Avg rides/
day

1.4

Avg mile/
ride

124

Number of
Birds



16,280 (8k+ in Sept!)

Total rides

22,764

Total miles
traveled



3.21

Metric tonnes of
CO2 saved

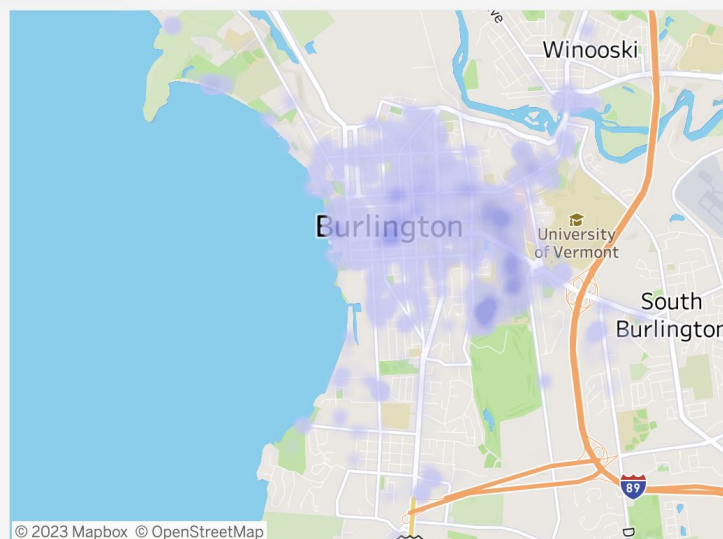
1

Bird helped people get all around the Community

Check out the rider map!

Bird provides Community Pricing

- 50% discount for veterans, non-profits, State/Federal Assistance, Pell Grants, Senior citizens



3

Riding data that supports program use cases

Anyone can report issues with Birds using Community Mode in the Bird app. Look out for the "⚠️" in the bottom left corner within the Bird mobile app to access Community Mode OR email vermont311@bird.co.

Data for the first quarter of operations (July thru Sept) show us that the system is being well utilized, with an average of 2 trips per day by individual users and 2 trips per bike daily

Average ride time of 9 minutes trips demonstrates purpose driven use. Exactly what we are looking to achieve. A bike sharing program that can serve the needs of all its riders

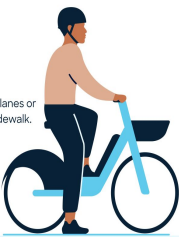
2

Bird's Outreach and Education for Riders

Bird's E-Bike Safety Guide

RESPONSIBLE RIDING HOW-TOS:

- ✓ You must be 18 or older to ride.
- ✓ Only one rider per Bird.
- ✓ Ensure you stick to riding in bike lanes or in the road; do not ride on the sidewalk.
- ✓ Bird e-bikes are calibrated to go no faster than 15 mph to maintain a safe speed. Always start slow and at a speed that you feel comfortable with.



Keep both hands on the handlebars. Stop at intersections and obey all rules of the road.



Wear a helmet.



Sign-up using your university email to receive a 20% discount on all rides.



Please park responsibly. You must park and lock your bike to a bike rack in order to end your ride.

Any Issues or Questions? Please tell us through the Bird app or email us at Vermont311@bird.co



Through email, in app messaging, social media, campus outreach partners and [CATMA's bikeshare webpage](#), Bird communicates:

- "Park responsibly, and lock to a bike rack"
- "Responsible Riding How Tos & Safety Guide"
- "Reporting unsafe riding or improper parking via Community Mode or vermont311@bird.co"

Addressing Reporting:

- Bird's Op's team addresses complaints as quickly as possible of their receipt
- Collaborating with UVM & Champlain Eco-Reps to help "police" parking/riding via Community Mode in App
- Email campaign to alert riders of bad parking, please correct behavior or removal from program

Globally, we:

- Published an independent **Lifecycle Vehicle Analysis**, confirming the Bird Three scooter has a lifespan of up to 5 years
- Released **Bird VPS**, the world's first scalable, hyper-accurate visual scooter parking system – **powered by Google API**
- Continued the **Roll to the Polls** initiatives, encouraging people to vote with free rides to and from voting locations
- Worked with partners, 3Degrees and Ecocart to **offset our greenhouse gas emissions** from 2021
- Replaced **~2.3 million car trips** = the amount of CO2 sequestered by more than 300K elm trees
- Launched **Community Ride Grant** programs in more cities around the world

Bird/CATMA Bike Sharing Program

November 2023



Bird's Partnership

Bird partners with local officials, organizations and college campuses to bring the benefits of micro-electric transportation to riders in communities of all sizes.

Our mission is to make Burlington and the campuses more liveable by providing affordable, environmentally-friendly microelectric transportation.

- **Helping to support the City's TDM plan to address the global climate emergency**
- **Reducing greenhouse gas emissions and traffic congestion**
- **Revenue generating opportunities for local entrepreneurs**
- **Affordable alternative to car ownership and supplement to public transit**
- **Self-sustaining transportation, requiring no public investment**



Ridership Data

- **Rides:**

- 26,906 rides (20k since 8/23)
- 33,400 miles ridden
- 1.3 miles/ride
- 10.8 minutes/ride

- **Members:**

- 5,201 unique riders
- 5.2 avg rides/member
- Co2 4.72 metric tonnes saved

- **Usage heatmaps:**

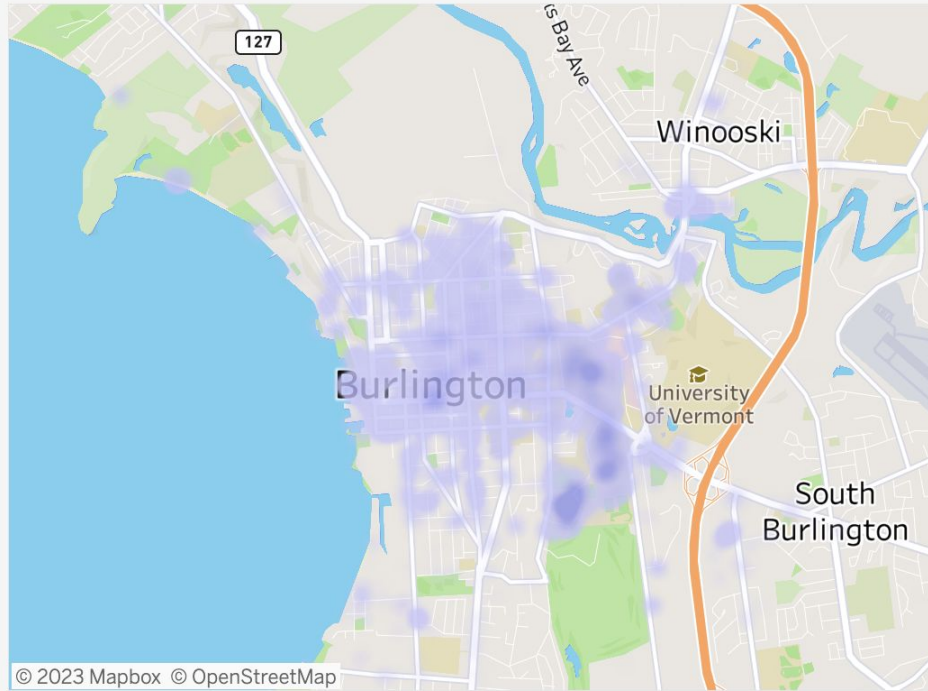
- Downtown/UVM
- South Burlington
- Winooski



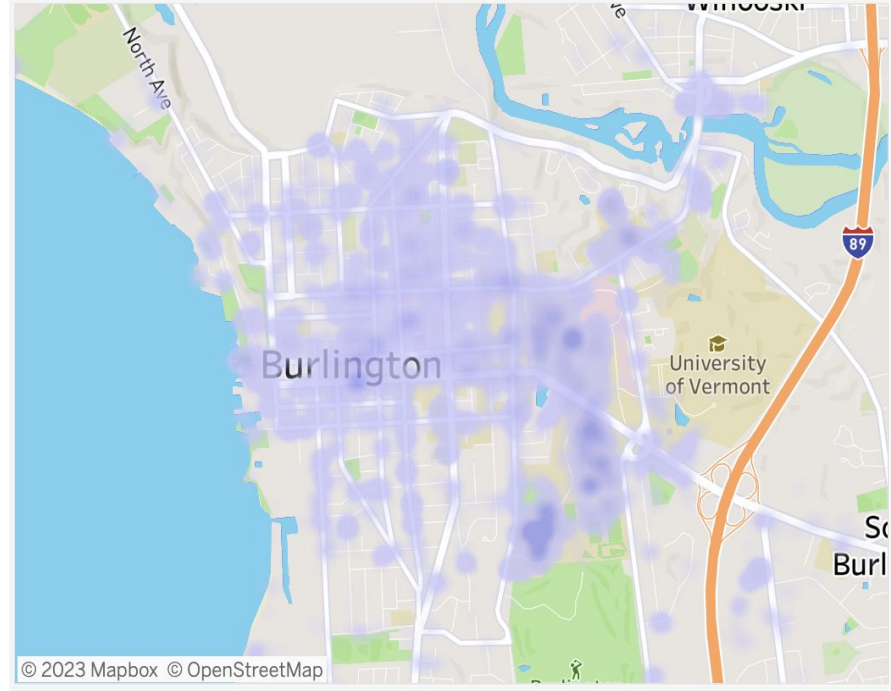
Program Comparison: Bird (Sept '23) vs Bolt (Sept '21)
– **32%** increase in Bikes, a **300%** increase in Rides & **3x** as many riders

Rider Heat Maps

Ride Start Heat Map



Ride End Heat Map



Program Improvement Opportunities

1. Parking
2. Fleet Manager sweeps
3. Tech/Product glitches
4. Messaging improvement
5. Community Pricing adoption*
6. Increase bike availability
7. Vandalism

*Equitable Pricing Options

Discounts available to those in government assistance programs, veterans, senior citizens, healthcare workers, student with pell grants, etc.



Bird's Proactive Approach

1. **Parking/FM's** – increase personnel, Eco Reps, sweep frequency, Uni solution
2. **Tech/Product glitches** – brains swapped
3. **Messaging improvement** – Community Mode, vermont311@bird.co, In-App messaging, City opportunities
4. **Community Pricing adoption** – work with Cities/CATMA to increase awareness
5. **Increase bike availability** – Spring increase & improved nesting in S. Burlington/Winooski & other areas of Burlington
6. **Vandalism** – organic decrease over time & addressing graffiti in more timely basis





Bird's Flying South & Next Spring

1. Our Winter Plan

- a. Currently pulling the fleet
- b. Repairs, then hibernation
- c. Messaging
- d. Work with CATMA to improve operations & opportunities

2. Spring Re-launch

- a. Implement any program adjustments (# of bikes, nests, messaging, tech)
- b. Work with FM's on sweeps



Thank you



PIPE UP BURLINGTON!

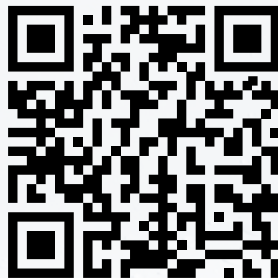
Don't delay! We need your help to check your water service line material by April 1st.

Burlington Water Resources is working on a new US EPA requirement to conduct a water system inventory and help strengthen our infrastructure. We need your help to identify the material of every water service line in the City and confirm it does not need to be replaced. This info will be used to identify older water service pipes that may contain lead (unlikely in Burlington), or galvanized metal that may affect water pressure or quality.

PARTICIPATING IS EASY!

- 1** **Scan** the QR code or visit our website:
www.burlingtonvt.gov/water/SLIP
- 2** **Find** your service line
- 3** **Answer** the quick survey questions using the included magnet and snap a photo.
Click submit!

SCAN ME



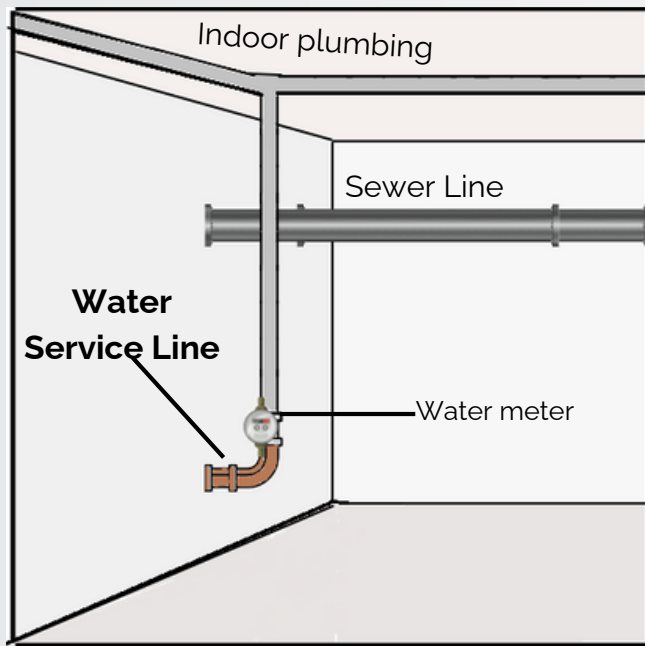
VISIT OUR WEBSITE FOR ADDITIONAL INFORMATION ABOUT THIS PROJECT



WHERE IS MY WATER SERVICE LINE?

Your water service line is the pipe that carries water from the City's water main to your home or business. You can find it in your basement, garage, or utility closet next to your water meter.

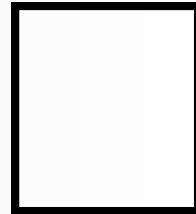
Please check our website for additional guidance on finding your water line and identifying its material.



DEPARTMENT OF PUBLIC WORKS WATER DIVISION

P.O. BOX 878

BURLINGTON, VT, 05402-0878



Residential customer

**IF YOU NEED ANY HELP, PLEASE CONTACT US AT
WATER-RESOURCES@BURLINGTONVT.GOV OR
AT (802) 863-4501. INTERPRETATION SERVICES
AVAILABLE.**



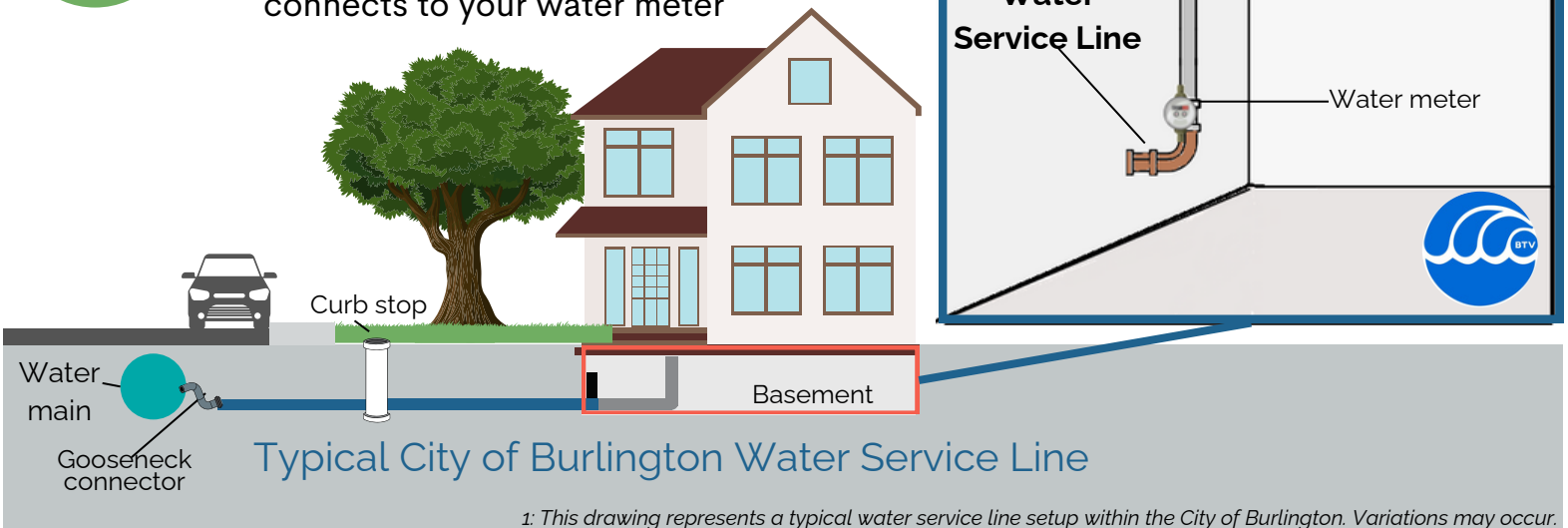
IDENTIFYING YOUR WATER SERVICE LINE MATERIAL

Thank you for participating in the Water Service Line Inventory! Please use this guide to determine your water service line's material.

1

Find your service line

Locate the pipe that comes from the outside wall in your basement and connects to your water meter



2

Note pipe characteristics

The color of your water service line, if it isn't painted, depends on its material. Please note the color of your service line in the form.

Plastic pipes in Burlington can be blue, white or black. Please update and submit the form for our review.



Copper pipes are the color of a penny. Older copper pipes may have oxidized to a greenish-blue.. Please update and submit the form for our review.

Galvanized lines and lead lines are both a dull, silver gray color.



Lead pipe



Galvanized pipe

3

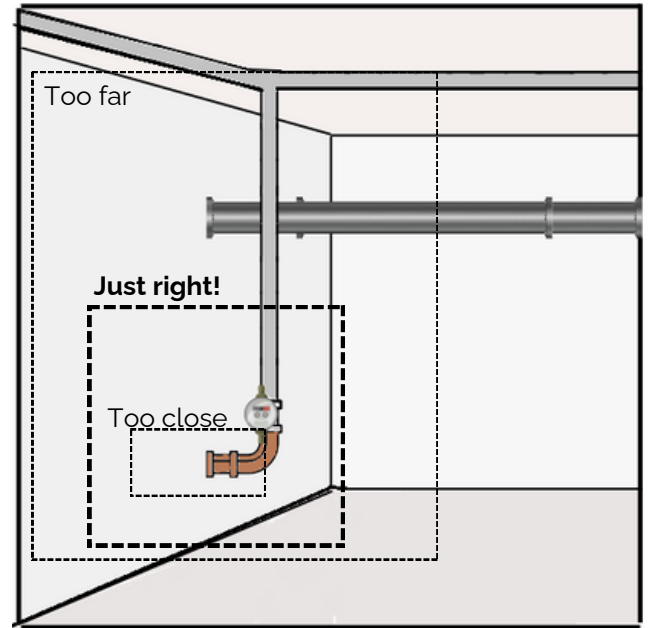
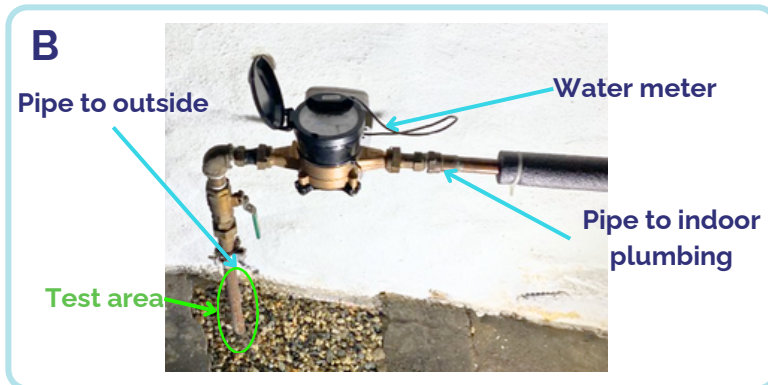
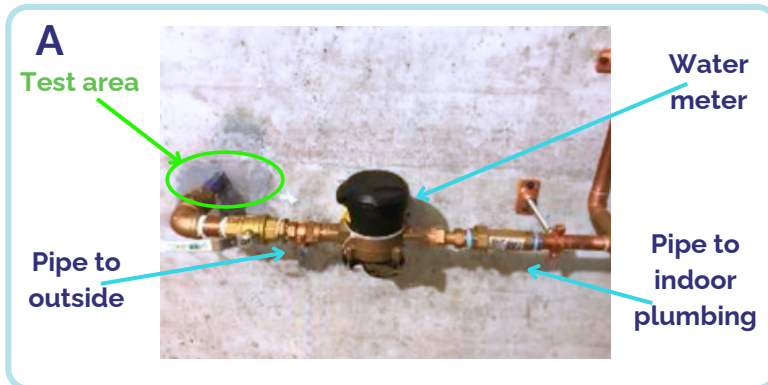
Do the magnet test

Take the included heavy duty magnet and put it on the pipe, making sure to only put it on the service line test area, and not on any fittings or the meter. A regular refrigerator magnet will not work. **A magnet will stick to a galvanized pipe but not to a lead pipe.** Please update and submit the form for our review.

4

Snap a photo!

Take a picture that includes your service line and water meter and upload it on the form. Once you've uploaded your photo, you are done with your service line inventory!



In Burlington, water service lines come in through the wall (A) or floor (B). If you notice your pipe is painted or has insulation around it, please make an appointment for an in-person visit.

Thank you for participating in the Water Service Line Inventory! The Water Resources Division will reach out to you if we have any questions regarding your results.

If you have any questions related to service line material identification or replacement, please consult our Frequently Asked Questions.

If you cannot complete any of the above steps or have any other questions related to this project, please contact the Water Resources Department at (802) 863-4501.





Water Service Line Inventory

Project Summary

The EPA's Lead and Copper rule aims to protect public health and reduce exposure to lead and copper in drinking water. The 2021 Rule Revision requires all local and state water utilities to develop and submit inventories of their service lines, identifying lead service lines to be replaced as well as galvanized lines needing replacement by October 16, 2024. Burlington has 11,009 service lines that need to be identified, including 4,316 service line records that need to be confirmed, and 6,693 service lines that are "unknown." Based on research to date and historical experience, it is not expected that any of these unknown lines are made of lead.

Project Goal:

Be in compliance with the Lead and Copper Rule and identify or confirm the material of all 11,009 potable and non-potable water service lines in Burlington, for both the public owned portion of the main and the customer-owned portions

Project method:

1. Records review and analysis
2. Ask customers to identify their service line materials and submit results
3. Conduct in-person inspections and canvassing for neighborhoods needing follow-up.

Project Timeline

- **Nov 23:** Inform public of rule requirements and introduce data collection process.
- **Dec 23-June 24:** Direct outreach to properties with unknown service lines. Highest priority are unknown lines in older homes.
- **Dec 23-June 24:** Review records and compile responses
- **June 24-Sept 24:** Follow up with non-responsive properties and complete inventory
- **Oct 24:** Submit inventory
- **Nov 24:** Share final results with public

Project Framing

Framing:

1. The City of Burlington is undertaking this project to be in compliance with the US EPA's 2021 requirement to confirm water service lines distributing water to customers are not made of lead, or to replace them if they are.
2. To meet this requirement at lowest cost to ratepayers, Burlington Water Resources is asking the public to take ten minutes to identify the material of their water service line and respond to our survey.



3. Lead in drinking water is not a concern as Burlington Water Resources is in compliance with state and federal requirements for monitoring and preventing lead exposure through drinking water.
4. This project will help Burlington Water Resources identify older water service lines to replace in the future to maintain high quality water pressure and quality.

What actions do we want people to take? What do we want them to think? What do we need for that to happen?

1. Go down to the basement and check service line material, take picture & fill out form
 - a. Pre-requisites:
 - i. The form should be easy to access and fill out.
 - ii. The process to identify the service line material should be quick and easy.
 - iii. The property owner needs to care about this project.
2. Trust that the City of Burlington's drinking water is safe and we do not have a lead exposure problem.
 - a. Pre-requisites
 - i. Emphasize likelihood of no lead service lines
 - ii. Educate about anti-lead/corrosion measures
 - iii. Offer resources up front
3. Make a limited number of appointments for in-person home visits or answer door during canvassing efforts
 - a. Pre-requisites
 - i. The property owner needs to care about this project.
 - ii. The property owner should first try to identify the service material themselves
 - iii. The scheduling process should be easy.
 - iv. The property owner should trust City employees to come into their homes.

FREQUENTLY ASKED QUESTIONS

Commented [EW1]: These will live on the website page.

What is the Water Service Line Inventory project?

The City of Burlington is working with the State of Vermont and the US Environmental Protection Agency on a nationwide requirement to identify and remove potential sources of lead from public drinking water. As part of this requirement, the City of Burlington is required to confirm or identify the materials of every water service line in the City. The City has no record of active lead service lines and does not expect to find any lead lines; however this inventory will help us identify service lines and components that may need replacement to maintain high water quality and water pressure, such as older galvanized steel service lines, water meters, or other connectors.

Is there lead in my drinking water?

The City of Burlington has no records of active lead water service lines in the City and does not expect to find any lead service lines, as they were never commonly used in Burlington.

Some older homes with galvanized steel lines may still have limited exposure to lead in their system via short connectors between the service line and the main called goosenecks, but they are not considered



impactful lead components under the EPA Lead and Copper Rule Revisions. Internal plumbing in older homes such as faucets, pipes, solder, or water meters installed before 2001 can have small amounts of lead, but also should not affect lead water levels due to Burlington Water Resources' use of a corrosion inhibitor -zinc orthophosphate- that prevents metals from pipes, such as lead and copper, from contaminating the water.

Why is my participation vital?

This project will ensure we are in compliance with the new EPA mandate to identify any lead service lines and to identify galvanized metal service lines that have a tendency to leak and/or clog which can impact water pressure.

There are over 11,000 water service lines with materials that need to be identified or confirmed in less than one year. Due to the scope and timing of this requirement, we need Burlington Water Resources customers to participate to help us keep our operating costs low. Keeping operating costs low helps us provide water at affordable, competitive rates and offer our customers additional rebate and affordability programs.

How are you gathering this information?

In addition to conducting a thorough analysis of historical and current installation records, we are primarily depending on the public to participate in our survey. We will also be conducting home visits to homes needing follow-up and canvassing older neighborhoods (streets established before 1938). Given the scope of this project, we highly encourage you to take action by responding to this survey, as well as any future follow up questions we may have regarding your property.

What will happen to this information?

Burlington Water Resources will publish a public facing map with our findings so that residents can look up their system's information in the future. If we do find pipes requiring replacement, Burlington Water Resources will initiate phase II of this project to work with property owners to replace their water service lines.

Are you going to dig up my lawn?

No; this phase of the project does not require excavation for any properties. You will be notified if we have flagged your service line for further investigation during Phase II of this project.

Is this going to cost me money?

Identifying your service line material is free, even if you have a specific situation that requires a home visit from Burlington Water Resources. If your service line is lead (unlikely), it will be replaced at no cost to you.

What does Galvanized Requiring Replacement (GRR) mean?

Galvanized Requiring Replacement indicates a galvanized steel service line that is or was ever "downstream" of a lead service line, or is currently downstream of a pipe for which the lead status is unknown.



What is the EPA's Lead and Copper Rule?

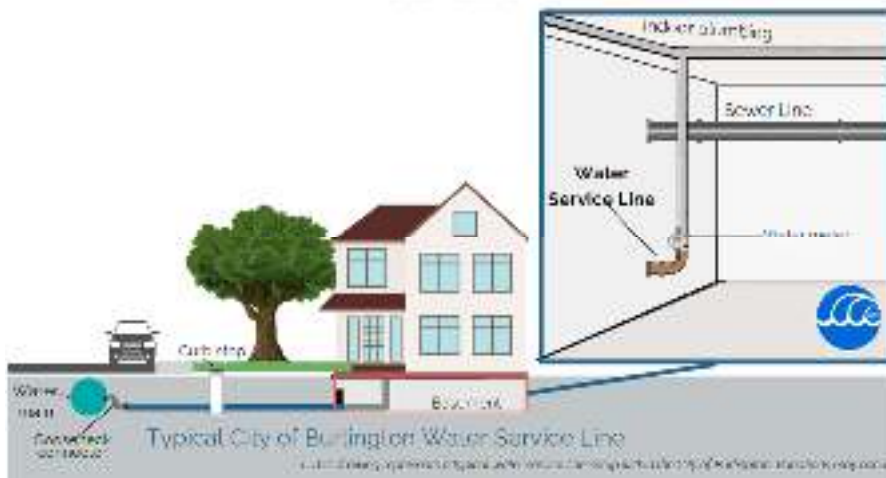
The EPA Lead and Copper Rule is a regulation from 1991 that sets maximum levels of copper and lead in water distribution systems and works to remove sources of lead from our drinking water. The rule is updated in accordance with the latest science. The latest update, called the Lead and Copper Rule Revisions, requires all water utilities to record the material of all water service lines in their service area on both the customer and utility side by October 2024. If any galvanized requiring replacement or lead service lines are identified, the utility is required to work with the customers to replace them.

What is a water service line?

Water service lines are pipes that carry water from the City of Burlington's main water line to individual properties. Most properties will only have one service line, but others will have a separate water service line for fire protection, irrigation, or other non-potable uses. All lines' material must be recorded as part of the Water Service Line Inventory project.

How do I find my water service line?

The water service enters the property through the basement foundation or wall (on the street side) and connects to the water meter. If your property does not have a basement then look in another protected area like a utility closet or garage. This graphic explains where water service lines can typically be seen in the home.



What materials can my service line be made of?

Water service lines 2-inches in diameter and less can be made out of plastic, copper, galvanized steel, and lead. Water service lines greater than 2-inches in diameter can be made out of ductile iron, cast iron, and plastic. This document ([LINK](#)) shows you how to identify what your service line is made of.



What if I have multiple service lines?

If your property has multiple service lines (e.g., domestic, fire protection and/or irrigation), please document each line separately.

I don't have access to the water line, what do I do?

If you live in a multi-unit building, we will work with the property owner/manager to identify the incoming service line.

I am unable or unwilling to access my basement and identify the material of my service line.

Burlington Water Resources will have a limited number of appointments for home visits to determine the material of your service line for you. Please use this link to be added to the waitlist or call Burlington Water Resources at (802) 863-4501. [LINK](#)

What happens if my water service line needs to be replaced?

You will be notified if we have identified your service line as GRR or lead (unlikely) needing replacement during Phase II of this project. If your service line is lead and needs to be replaced, it will be replaced at no cost to you.

For other (non leaded or galvanized requiring replacement) service line repairs and replacements, what responsibility do I have as a property owner?

For typical service line repairs and replacement, the City of Burlington and the property owner share 50 percent responsibility and cost for the portion of the water service line that goes from the water main to the curb stop. The property owner is responsible for 100 percent of the costs for repairs and replacements to the water service line from the curb stop to the water meter, but must receive approval from the City of Burlington for any work. The graphic below summarizes property owner and City of Burlington responsibility for each portion of the water service line.

Commented [EW2]: Planning to use Calendly to schedule appointments when they are available.





Does the City of Burlington take action to prevent lead in our drinking water?

Yes! Although the City of Burlington has no records of lead water service lines in the City and does not expect to find any lead service lines, we prevent lead exposure by:

- Adding a corrosion inhibitor to the water -zinc orthophosphate- that prevents metals from pipes, such as lead and copper, from contaminating the water.
- Conducting a robust sampling programs to monitor lead and copper levels in residential homes more likely to be exposed to lead based on their construction date.

The State of Vermont outlawed lead solder made up of more than 8% lead in 1988. In 2010, the State reduced the permissible amount of lead from 8% to 0.25% in fixtures. The State of Vermont also has one of the strictest lead monitoring programs in the country to monitor schools and daycares.

How can I find out if I have other sources of lead in my home?

The Burlington Lead Program is a housing program within the City of Burlington's Community & Economic Development Office (CEDO). They can provide education, home visits as well as outreach and resources to homes in Burlington to prevent lead exposure through lead paint and can link you to additional resources, such as the Healthy Homes program, which can provide funding assistance to address other environmental health and safety concerns.

What do I do if I suspect I have lead in my drinking water?

If you suspect you may have lead in your home due to old faucets or solder in your homes internal plumbing, you can protect yourself by running cold water before using it for 5 minutes whenever you have not used your water in over 6 hours. This helps flush water that may have been in contact with lead components for an extended period of time out of your system and ensure that your water comes directly from the main. You can also install water filters for additional protection from lead exposure. The Vermont State Department of Health also has guidance and test kits to test your water for lead.

In the long term, if you suspect you may have lead parts in your water system, we recommend replacing old fixtures with new ones that meet current lead exposure prevention requirements. The Water Resources Department can provide more information on resources to do this.

Please note that the City of Burlington has already taken several steps to prevent lead exposure in drinking water, and exposure to lead is unlikely.

What is the timeline for this project?

The EPA announced the Rule Revision in 2021 but only recently issued guidance to the states on how to conduct their service line inventories. The City of Burlington is aiming to get the first round of responses by April 1, so that we can conduct follow up and complete the inventory by the October 2024 deadline.

Resources for further questions on lead exposure and the City of Burlington's lead testing policies and records.

1. Are you concerned about lead-based paint hazards in your home? Contact the Burlington Lead Program for more information, 802-865-LEAD.



2. If you would like to order a lead testing kit through the [Vermont Department of Health](#), you may do so [here](#).
3. Learn more about Vermont's regulatory efforts to decrease exposure to lead from plumbing supplies, consumer products and in the workplace.
4. Curious about the City of Burlington's lead testing policies or our water quality control reports? Find them here. (LINK)

DRAFT

North Winooski Avenue New Configuration Stakeholder Survey & Data Collection Report

City of Burlington

City Council Transportation Energy & Utilities
Committee (TEUC)



November 28, 2023

City of Burlington

Department of Public Works (DPW)

Phillip Peterson, PE

Public Works Engineer



North Winooski Avenue New Configuration Stakeholder Survey & Data Collection Report

Prepared for the November 2023 Meeting of the Transportation Energy and Utilities Committee (TEUC)

Introduction:

In response to the recent reconfiguration of North Winooski Avenue (NWA) during the VTrans Class-1 paving project, the Department of Public Works (DPW) conducted a comprehensive Stakeholder Survey and Data Collection effort in collaboration with the Transportation Energy and Utilities Committee (TEUC). The purpose was to assess the impact of the changes, specifically the allocation of separated bike facilities from Union Street to Riverside Avenue. The reconfiguration involved reallocating parking on the east side of the street for a bike lane while maintaining a bike lane and parking lane on the west side of NWA.

Outreach Initiatives:

DPW Staff, in collaboration with Business & Workforce Development, the TEUC, and the Public Works Commission, undertook proactive outreach efforts during the project. This included the creation of time-limited parking zones to address varied parking needs. Furthermore, DPW Staff distributed City Council-approved grant funds for Transportation Demand Management (TDM) strategies, aiming to enhance transportation system efficiency.



Stakeholder Survey

Overview:

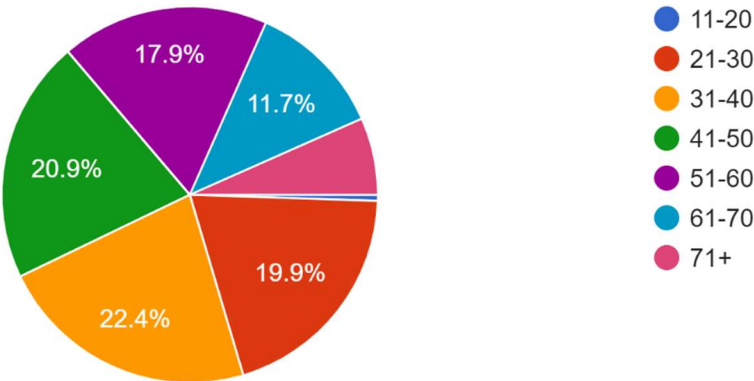
DPW Staff, in collaboration with TEUC, distributed a survey to gather feedback from local stakeholders. The survey, open from 10/20/23 – 11/21/23, received 203 responses. The survey captured diverse perspectives on the new NWA configuration, reflecting the varied modes of transportation and experiences of the respondents, see Appendix raw data of survey respondents.

Demographics of Survey Respondents:

Important to note, not all respondents answered every question.

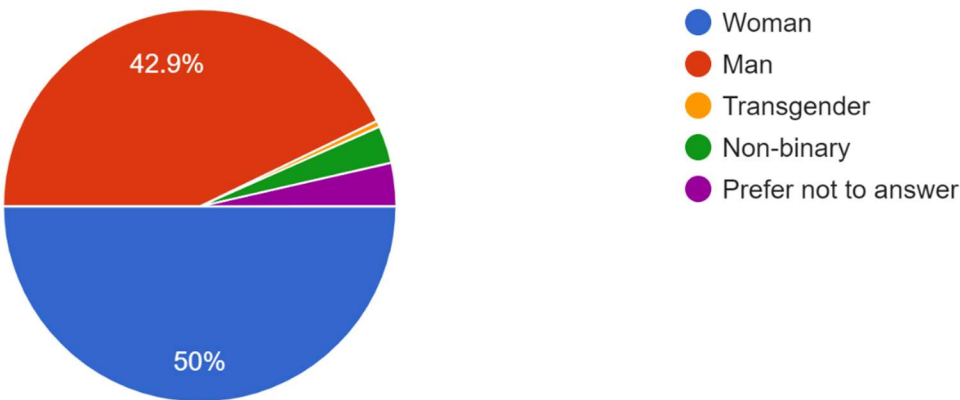
Age

196 responses



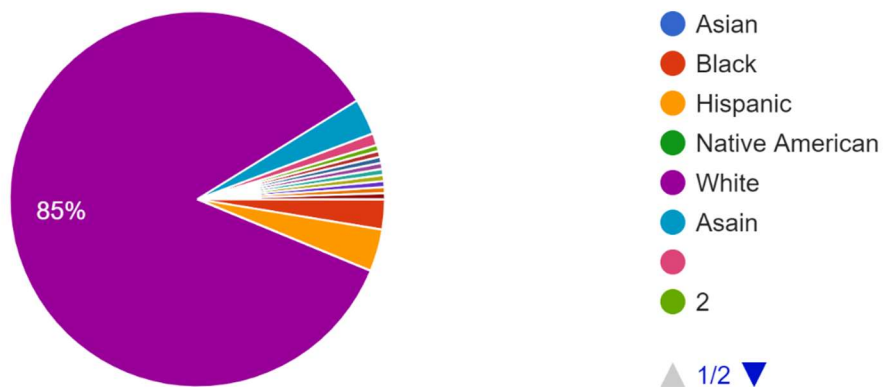
Gender Identity

196 responses



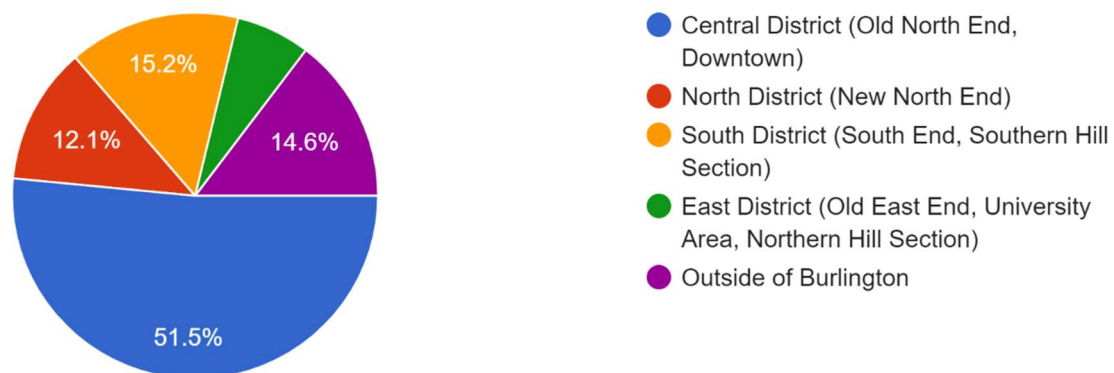
Race / Ethnicity

193 responses



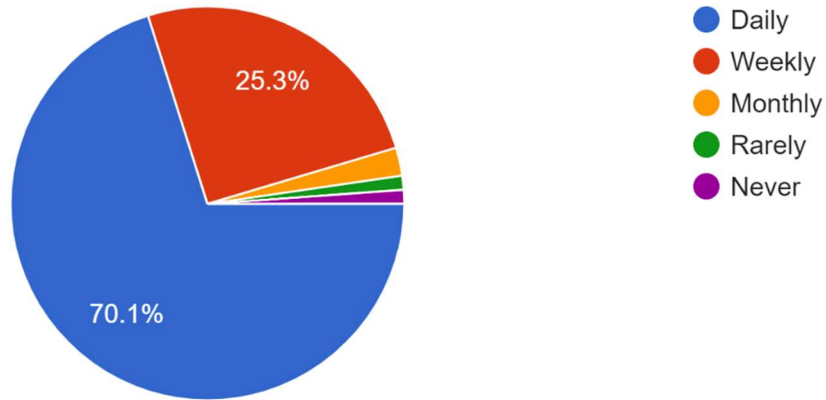
Place of Residence

198 responses

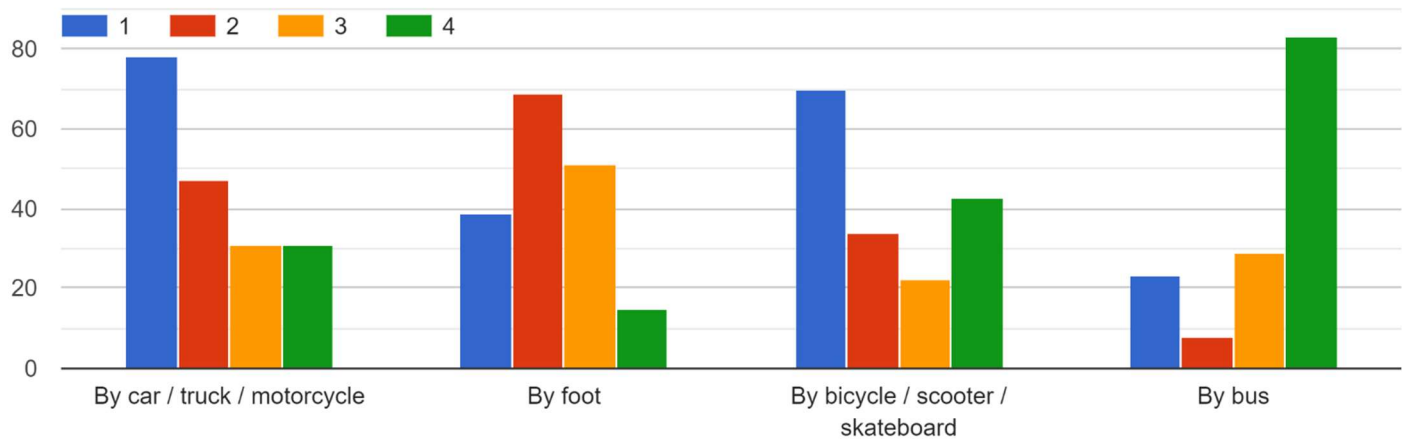


How often do you use North Winooski Avenue?

87 responses



How do you travel most often along North Winooski Ave? (Rank 1 for most often to 4 for least often)



The survey respondents represented a diverse range of transportation modes*:

Motor Vehicle: 40% (82 respondents)

Bicycle: 34% (70 respondents)

On Foot: 19% (39 respondents)

Bus: 11% (23 respondents)

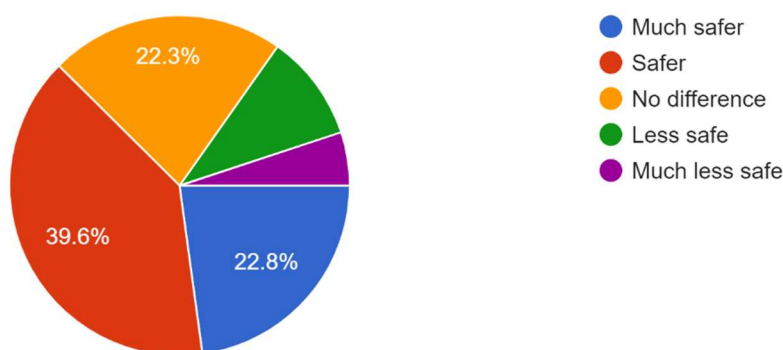
Perceptions of the New NWA Configuration, all respondents:

54% found the new NWA configuration to be more functional.

63% perceive the new configuration as safer.

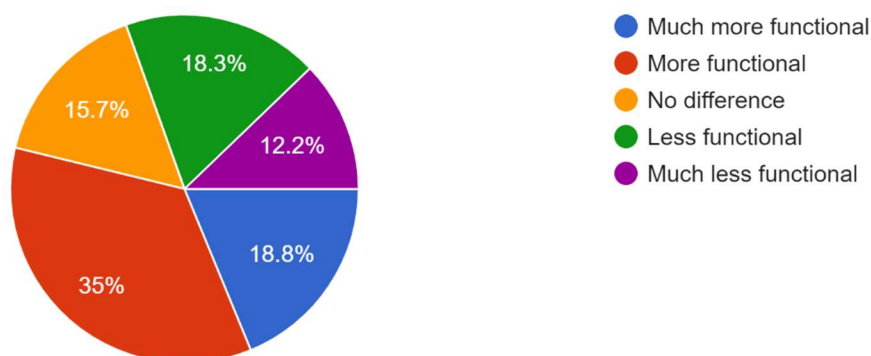
Does the new street configuration improve the safety for all road users

197 responses



Does the new street configuration make North Winooski Ave more functional?

197 responses



* Some respondents indicated their primary mode of travel involved more than one mode of transportation.

Bus Riders' Perception:

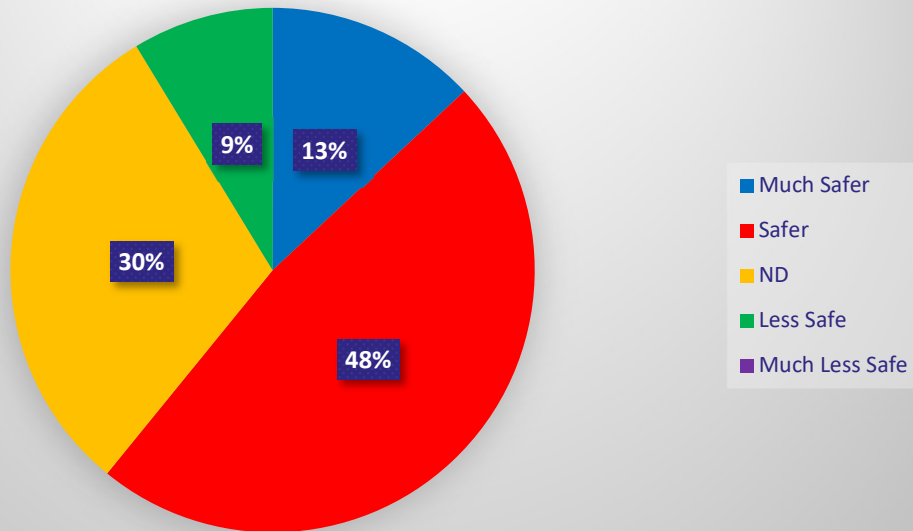
61% felt the change is safer. (14 respondents)

10% felt the change is less safe. (9 respondents)

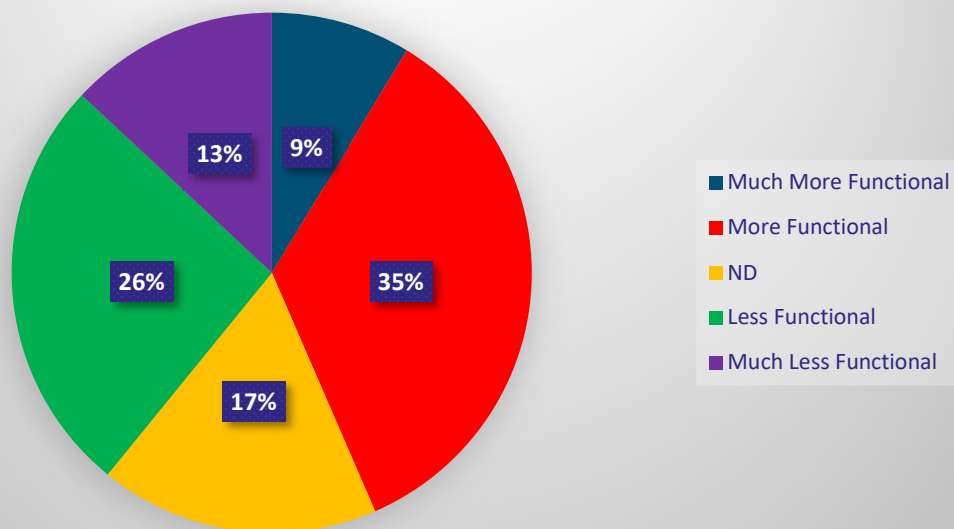
44% felt the change is more functional. (10 respondents)

37% felt the change is less functional. (9 respondents)

Safety Perception for Respondents that Primarily Ride the Bus



Functional Perception for Respondents that Primarily Ride the Bus



Pedestrians' Perception:

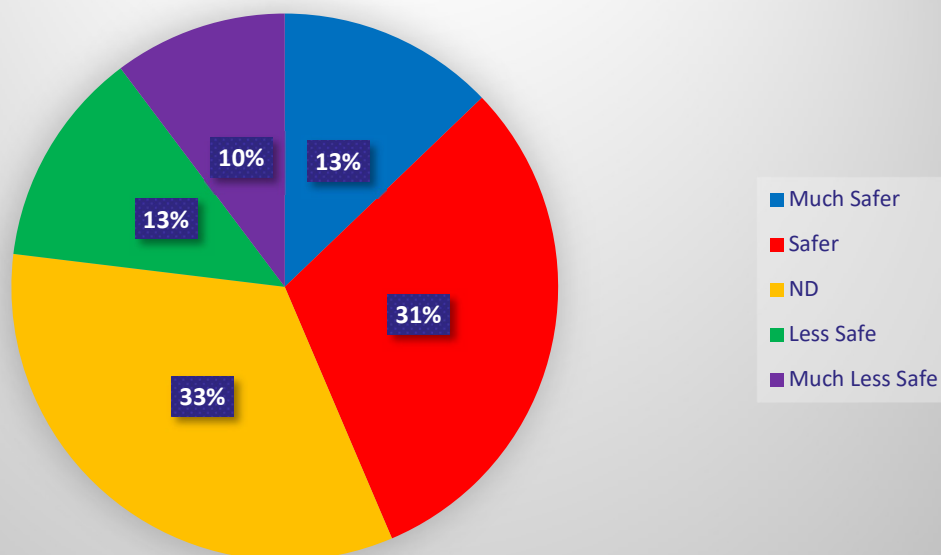
44% felt the change is safer. (17 respondents)

23% felt the change is less safe. (9 respondents)

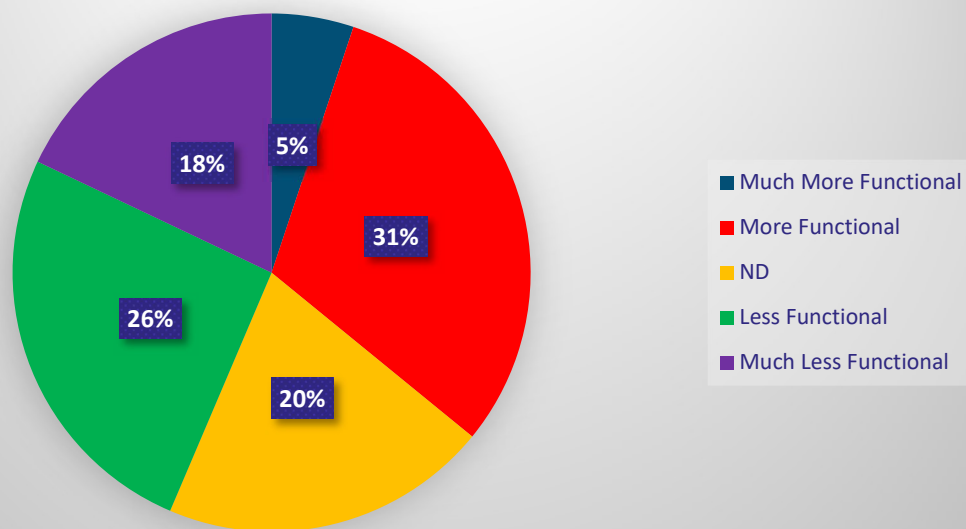
44% felt the change is less functional. (17 respondents)

36% felt the change is more functional. (14 respondents)

Safety Perception for Respondents That Primarily Travel by Foot



Functional Perception for Respondents That Primarily Travel by Foot



Bicyclists' Perception:

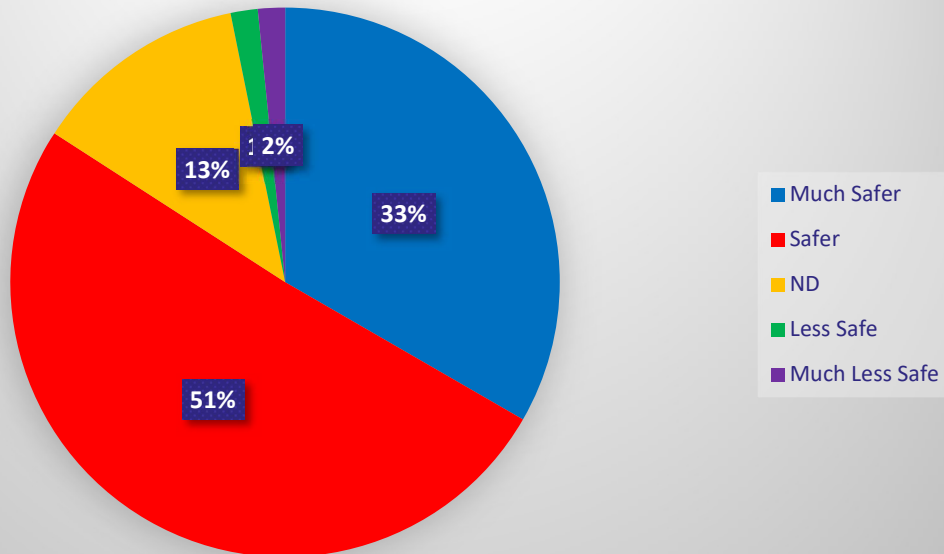
83% felt the change is safer. (58 respondents)

2% felt the change is less safe. (2 respondents)

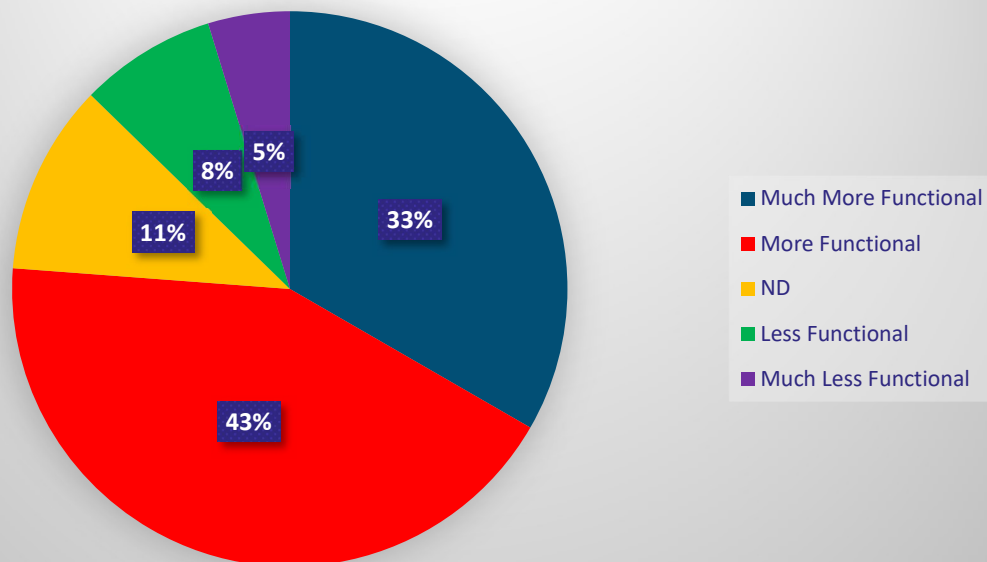
75% felt the change is more functional. (53 respondents)

15% felt the change is less functional. (10 respondents)

Safety Perception for Respondents That Primarily Travel by Bike/Scooter/Skateboard



Functional Perception for Respondents That Primarily Travel by Bike/Scooter/Skateboard



Motor Vehicle Users' Perception:

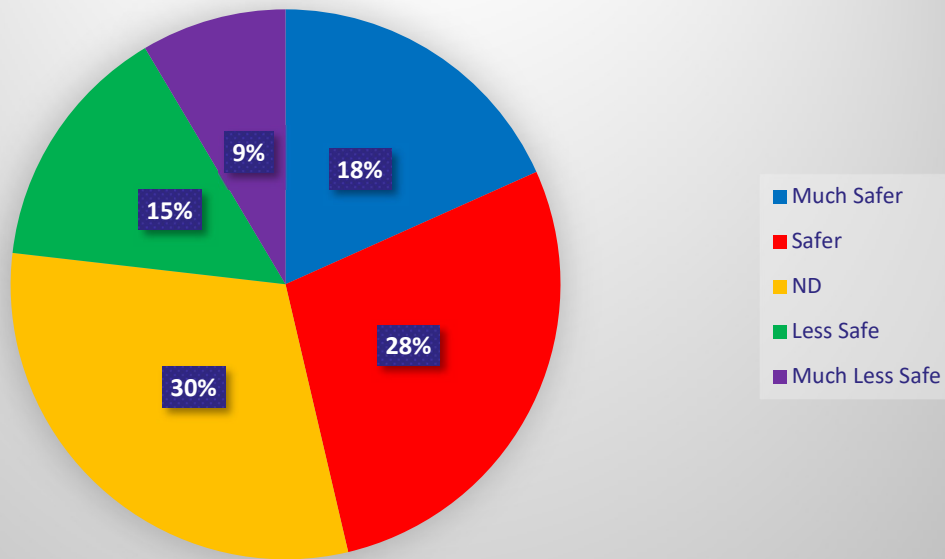
46% felt the change is safer. (38 respondents)

24% felt the change is less safe. (19 respondents)

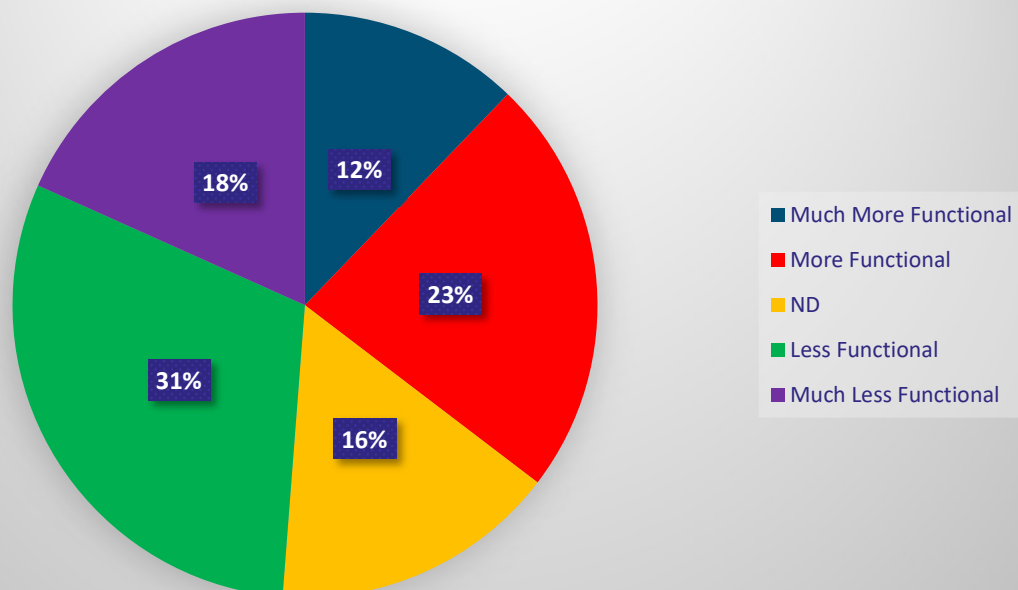
49% felt the change is less functional. (40 respondents)

35% felt the change is more functional. (29 respondents)

Safety Perception for Respondents That Primarily Drive Vehicles



Functional Perception for Respondents That Primarily Drive Vehicles



Survey Respondent Comments:

Respondents provided valuable subjective comments in the survey, expressing diverse perspectives on the NWA reconfiguration. Common themes include appreciation for improved safety, concerns about parking availability, and suggestions for enhanced signage and education regarding the new configuration. Here is a sample of the comments received, see the Appendix for the full list of comments received.

"It is nice having the bike lanes. I experience much less harassment by drivers."

"We live in a duplex and only have space for one car, the less parking makes it difficult. My tenant received a ticket for parking in a short-term spot"

"While it is clearly a better design, it is still difficult to turn right going SW on N. Winnoski and turning right (heading east) on North Street because your mirrors and even turning your head has blind-spots for bikers that are heading in the same direction but slightly behind you on N. Winooski. Maybe a mirror on the street or different coloring through the intersection (N. Winooski and North Street) to let drivers and riders know that this is difficult intersection."

"The north end of the street, at the junction with Riverside Ave., is still quite dangerous for pedestrians and cyclists. It is tricky, at best, to access the Riverside path from N Winooski, and vice versa."

"Our business had accessible offerings, but we have since moved these offerings to another location due to the removed parking and not being able to assure that spots would be as available at our business frontage"

"Less parking is a real pain. Bummer no one was willing to listen to the concerns of those who hoped it wouldn't go away."

"Continuity of bike facilities is a huge win!"

"Much more relaxed experience both in a car and on a bike. This stretch used to see a tremendous amount overzealous overtaking by drivers. I can ride at a comfortable pace without experiencing aggressive behavior by drivers. As a driver, there is no conflict when passing bike lane users and i don't have to keep an eye out for oncoming drivers who have sped up to 45 to get around a biker."

"I have experienced greater issue with accessing parking while coming to work (I am employed at Community Health Centers, Riverside Ave). We don't have adequate parking for all employees, so we do frequently need to park on the street, and a decrease in parking on North Winooski and the surrounding area has put significant strain on my daily commute. As someone who lives outside of Burlington, the only way for me to commute is by car (bus schedules to my town do not allow for me to utilize public transit, moving closer to work is not an option for me at this time)"

"As a driver, I like the better design and visibility of sharing the road. As an avid biker, while I don't usually ride on this road, I would think this would be an immense improvement."

Occupancy Data Overview:

DPW Staff collected occupancy data over three days (11/14-11/16) this fall at three different times on each of those days: 9 am, 1 pm, and 7 pm. NWA has an overall occupancy rate of 80%, with a maximum occupancy rate of 88% at 9 am on 11/15. An 80% occupancy rate suggests a significant demand for parking in the area. The remaining parking spaces on the west side of NWA are being effectively utilized, contributing to the overall high occupancy rate.

The collected occupancy data provides a snapshot of the parking dynamics in NWA, offering insights that can inform decisions related to urban planning, parking management, and the promotion of sustainable transportation options. The variations in occupancy rates at different times of the day (83% at 9 am, 80% at 1 pm, and 77% at 7 pm) indicate that parking demand fluctuates throughout the day. The maximum occupancy rate of 88% at 9 am on 11/15, and that the 9 am time has the highest occupancy average suggests a peak demand for parking during morning hours. A full table of the data collected is attached in the Appendix.

Traffic Counts Overview:

The traffic data presented below was collected using Miovision technology at the Winooski and Riverside intersection. Miovision is a traffic data collection and analysis platform that utilizes video-based monitoring to gather information on various aspects of traffic flow, including vehicle types, counts, and movement patterns. It's important to note that the Winooski and Riverside intersection, where the data was collected, has a unique configuration.

This intersection may not be an ideal location for comprehensive data collection due to its specific characteristics, which can impact the accuracy of the findings. DPW Staff recognized the limitations of the intersection and attempted to address them by setting up their own traffic counters at a midblock location on North Winooski between Archibald and Union. Unfortunately, the data collection efforts faced a setback as the counting device was stolen, resulting in the loss of valuable data.

Here's a summary table of the traffic data collected using Miovision at the Winooski and Riverside intersection:

Vehicle Type	Week Total	Average/Day
Lights (cars)	41067	5867
Single Unit Trucks	628	90
Articulated Trucks	99	14
Buses	90	13
Bicycles	579	83
Total	42463	6066

The majority of the traffic comprises light vehicles (cars), with an average of 5,867 cars per day, indicating a high level of private vehicle use in the area. Single unit trucks, articulated trucks, and buses represent a relatively small portion of the total traffic, with daily averages ranging from 13 to 90 vehicles. The presence of 83 bicycles per day highlights some level of cycling activity in the area, suggesting potential interest in alternative transportation modes.

The unique configuration of the Winooski and Riverside intersection may skew the data towards certain vehicle types. Further data from different locations may be needed for a more comprehensive understanding of overall traffic patterns in the area. In conclusion, while the Miovision data provides valuable insights, the limitations of the intersection's uniqueness and the loss of DPW's data emphasize the importance of strategic and secure data collection for more accurate traffic assessments.

Implications and Recommendations:

The positive feedback on safety and functionality, particularly from bicyclists, indicates some success of the new NWA configuration. Concerns raised by bus riders and motor vehicle users may warrant future policy discussions on parking and transit improvements along North Winooski Avenue.

DPW Staff remain committed to fostering partnerships which will create off street public parking opportunities. City Staff have been working to support CHC's efforts to advance the development of a new parking lot. Additionally, City Staff are exploring ways to maintain the City Loop as a fare-free transportation option. Recognizing the importance of public transportation in promoting accessibility and reducing traffic congestion, we are committed to ensuring that the City Loop remains a convenient and affordable mode of travel for our citizens.

This report serves as a resource in understanding the perspectives and preferences of the diverse stakeholders impacted by the recent changes to the NWA corridor. Through a comprehensive analysis of the survey responses and collected data, we have a nuanced understanding of the perspectives held by these stakeholders. This information will serve to support informed decision-making and future initiatives.



Appendix

Appendix-A: Unfiltered data, North Winooski Avenue Stakeholder Survey

Appendix-B: Full list of comments received, North Winooski Avenue Stakeholder Survey

Appendix-C: Unfiltered parking occupancy counts North Winooski Ave

Appendix-A: Unfiltered Data, North Winooski Avenue Stakeholder Survey

Timestamp	Age	Gender Identity	Race / Ethnicity	Place of Residence	What is your connection to this area?	How do you travel most of the time?	How do you travel most of the time?	How do you travel most of the time?
10/13/2023 9:58:40	41-50	Man	White	North District (New North End)	I go to stores, restaurants, and grocery stores	1	2	3
10/18/2023 12:09:16	21-30	Woman	Asian	Central District (Old North End, Downtown)	I go to stores, restaurants, and grocery stores	3	1	2
10/18/2023 12:09:45	51-60	Man	Hispanic	East District (Old East End, University Area, North End)	I access services (health care, non-profits, etc.) along North Winooski Avenue, I travel through North Vermont	2	3	1
10/18/2023 12:10:17	31-40	Man	White	South District (South End, Southern Hill Section)	I go to stores, restaurants, and grocery stores	3	2	4
10/18/2023 12:11:42	41-50	Woman	White	Central District (Old North End, Downtown)	I am a homeowner on North Winooski Avenue, I travel through North Vermont	1	4	4
10/18/2023 12:11:50	61-70	Man	White	South District (South End, Southern Hill Section)	I go to stores, restaurants, and grocery stores	3		3
10/18/2023 12:19:24	51-60	Woman	White	South District (South End, Southern Hill Section)	I access services (health care, non-profits, etc.) along North Winooski Avenue, I travel through North Vermont	3	2	1
10/18/2023 12:20:37		Woman	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) along North Winooski Avenue, I travel through North Vermont	2	1	3
10/18/2023 12:27:13	51-60	Man	White	South District (South End, Southern Hill Section)	I access services (health care, non-profits, etc.) along North Winooski Avenue, I travel through North Vermont	3	2	1
10/18/2023 12:32:28	51-60	Man	Hispanic	Central District (Old North End, Downtown)	I go to stores, restaurants, and grocery stores	3	2	1
10/18/2023 12:34:21	51-60	Man	White	South District (South End, Southern Hill Section)	I access services (health care, non-profits, etc.) along North Winooski Avenue, I travel through North Vermont	2	3	1
10/18/2023 12:35:15	51-60	Woman	White	East District (Old East End, University Area, North End)	I go to stores, restaurants, and grocery stores	4	2	1
10/18/2023 12:35:50	31-40	Man	White	North District (New North End)	I go to stores, restaurants, and grocery stores	1	3	2
10/18/2023 12:37:36	31-40	Man	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) along North Winooski Avenue, I travel through North Vermont	2	3	1
10/18/2023 12:39:18	51-60	Man	White	South District (South End, Southern Hill Section)	I go to stores, restaurants, and grocery stores	2	3	1
10/18/2023 12:44:30	71+	Man	White	East District (Old East End, University Area, North End)	I access services (health care, non-profits, etc.) along North Winooski Avenue, I travel through North Vermont	2	1	
10/18/2023 12:47:24	31-40	Man	White	East District (Old East End, University Area, North End)	I access services (health care, non-profits, etc.) along North Winooski Avenue, I travel through North Vermont	1	2	4
10/18/2023 12:54:42	51-60	Man	White	South District (South End, Southern Hill Section)	I access services (health care, non-profits, etc.) along North Winooski Avenue, I travel through North Vermont	2	3	1
10/18/2023 12:59:19	61-70	Woman	White	North District (New North End)	I go to stores, restaurants, and grocery stores	1	1	1
10/18/2023 13:01:11	41-50	Man	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) along North Winooski Avenue, I travel through North Vermont		2	1
10/18/2023 13:03:27	21-30	Man	White	Outside of Burlington	I go to stores, restaurants, and grocery stores	2	4	1
10/18/2023 13:12:23	51-60	Woman	White	Central District (Old North End, Downtown)	I live off of N. Winooski Avenue, I travel through North Vermont	3	2	1
10/18/2023 13:38:51	41-50	Woman	White	South District (South End, Southern Hill Section)	I access services (health care, non-profits, etc.) along North Winooski Avenue, I travel through North Vermont	1	2	3
10/18/2023 13:45:05	71+	Man	White	Central District (Old North End, Downtown)	I go to stores, restaurants, and grocery stores	2	4	1
10/18/2023 13:45:49	61-70	Man	White	South District (South End, Southern Hill Section)	I go to stores, restaurants, and grocery stores	3	1	2
10/18/2023 13:54:10	51-60	Woman	Hispanic	South District (South End, Southern Hill Section)	I access services (health care, non-profits, etc.) along North Winooski Avenue, I travel through North Vermont	4	2	1
10/18/2023 13:56:14	41-50	Man	White	North District (New North End)	I access services (health care, non-profits, etc.) along North Winooski Avenue, I travel through North Vermont	1	3	2
10/18/2023 13:58:48	41-50	Man	White	East District (Old East End, University Area, North End)	I access services (health care, non-profits, etc.) along North Winooski Avenue, I travel through North Vermont	4	2	1
10/18/2023 14:20:30	51-60	Woman		2 North District (New North End)	I go to stores, restaurants, and grocery stores	1	2	4
10/18/2023 14:29:09	31-40	Woman	White	Outside of Burlington	I go to stores, restaurants, and grocery stores	1	3	2
10/18/2023 14:30:38	31-40	Man	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) along North Winooski Avenue, I travel through North Vermont	4	2	1
10/18/2023 14:40:22	21-30	Man	Hispanic	Central District (Old North End, Downtown)	I go to stores, restaurants, and grocery stores	4	2	1
10/18/2023 14:49:25	31-40	Man	White	North District (New North End)	I access services (health care, non-profits, etc.) along North Winooski Avenue, I travel through North Vermont	3	2	1
10/18/2023 14:50:41	21-30	Man	White	North District (New North End)	I go to stores, restaurants, and grocery stores	4	2	1
10/18/2023 14:52:03	41-50	Man	White	Central District (Old North End, Downtown)	I go to stores, restaurants, and grocery stores	1	3	2
10/18/2023 15:10:53	21-30	Man	White	South District (South End, Southern Hill Section)	I go to stores, restaurants, and grocery stores	4	3	1
10/18/2023 15:37:03	31-40	Woman	White	North District (New North End)	I travel through North Vermont	1	3	2
10/18/2023 15:37:49	21-30	Man	White	Central District (Old North End, Downtown)	I go to stores, restaurants, and grocery stores	2	3	4
10/18/2023 15:39:12	51-60	Woman	White	East District (Old East End, University Area, North End)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont			1
10/18/2023 15:41:10	21-30	Man	Asian	Central District (Old North End, Downtown)	I go to stores, restaurants, and grocery stores	1	3	2
10/18/2023 15:41:29	31-40	Man	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) along North Winooski Avenue, I go to stores, restaurants, and grocery stores			
10/18/2023 15:41:45	31-40	Woman	White	South District (South End, Southern Hill Section)	I go to stores, restaurants, and grocery stores	2	3	1
10/18/2023 15:45:15	21-30	Man	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) along North Winooski Avenue, I travel through North Vermont	2	3	4

10/18/2023 15:45:49 41-50	Man	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) all	4	2	3
10/18/2023 15:46:34 61-70	Prefer not to answer	White	North District (New North End)	I access services (health care, non-profits, etc.) all	4	1	1
10/18/2023 15:46:43 71+	Man	White	South District (South End, Southern Hill Section)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	2	4	1
10/18/2023 15:47:32 21-30	Woman	White	South District (South End, Southern Hill Section)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	4	2	1
10/18/2023 15:52:05 41-50	Non-binary	White	South District (South End, Southern Hill Section)	I access services (health care, non-profits, etc.) all	3	2	1
10/18/2023 15:52:14 61-70	Man	White	Central District (Old North End, Downtown)	I travel through North Vermont	1	3	2
10/18/2023 15:54:19 41-50	Man	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) all	3	2	3
10/18/2023 16:04:03 21-30	Woman	White	North District (New North End)	I access services (health care, non-profits, etc.) all	4	2	1
10/18/2023 16:05:18 51-60	Woman		Central District (Old North End, Downtown)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	1	2	
10/18/2023 16:05:29 21-30	Man	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) all	2	3	1
10/18/2023 16:08:03 31-40	Man	White	South District (South End, Southern Hill Section)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	2	3	4
10/18/2023 16:08:33 71+	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	2	4	2
10/18/2023 16:10:39 41-50	Woman		South District (South End, Southern Hill Section)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont			4
10/18/2023 16:12:23 21-30	Woman	White	South District (South End, Southern Hill Section)	I travel through North Vermont	2	3	1
10/18/2023 16:14:28 71+	Woman	White	East District (Old East End, University Area, North End)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	1		2
10/18/2023 16:16:55 61-70	Woman	White	Outside of Burlington	I travel through North Vermont	1		
10/18/2023 16:33:24 61-70	Man	White	Central District (Old North End, Downtown)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	4	2	
10/18/2023 16:47:22 21-30	Man	White	Central District (Old North End, Downtown)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	2	3	1
10/18/2023 16:58:39 41-50	Man	White	East District (Old East End, University Area, North End)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	1	3	2
10/18/2023 17:03:29 31-40	Prefer not to answer		South District (South End, Southern Hill Section)	I access services (health care, non-profits, etc.) all	1	3	1
10/18/2023 17:21:26 21-30	Man	White	South District (South End, Southern Hill Section)	I travel through North Vermont	1	3	2
10/18/2023 18:05:55 21-30	Man	White	South District (South End, Southern Hill Section)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	3	2	3
10/18/2023 18:21:44 61-70			Central District (Old North End, Downtown)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	4	3	2
10/18/2023 18:48:03 41-50	Woman	Asian - cause the origin of the name is not clear	North District (New North End)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	1	2	4
10/18/2023 18:56:52 71+	Man	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) all		1	2
10/18/2023 19:22:08 31-40	Woman	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) all	3	2	4
10/18/2023 19:22:32 51-60	Man	White	Central District (Old North End, Downtown)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	3	2	1
10/18/2023 19:30:21 51-60	Prefer not to answer	prefer not to say	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) all	1	1	4
10/18/2023 19:43:34 71+	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	1	1	4
10/18/2023 19:58:40 61-70	Woman	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) all		2	1
10/18/2023 20:28:14 41-50	Man	White	South District (South End, Southern Hill Section)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	2		1
10/18/2023 21:13:48 51-60	Man	White	Outside of Burlington	I access services (health care, non-profits, etc.) all	1	3	2
10/18/2023 21:19:18 41-50	Woman	White	South District (South End, Southern Hill Section)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	3	2	1
10/18/2023 23:05:59 31-40	Woman	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) all	1	3	2
10/18/2023 23:48:25 51-60	Prefer not to answer	White	Outside of Burlington	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	3	2	1
10/19/2023 3:05:48 51-60	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	1	2	2
10/19/2023 6:27:04			East District (Old East End, University Area, North End)	I access services (health care, non-profits, etc.) all		1	
10/19/2023 7:21:41 31-40	Woman		East District (Old East End, University Area, North End)	I travel through North Vermont	3	4	1
10/19/2023 7:31:07 51-60	Man	White	North District (New North End)	I travel through North Vermont	1	4	2
10/19/2023 8:31:22 21-30	Man	White	Central District (Old North End, Downtown)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	3	1	2
10/19/2023 8:49:21 31-40	Woman	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) all	4	2	1
10/19/2023 8:57:54 71+	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	1	3	2
10/19/2023 8:59:09 41-50	Woman	White	Outside of Burlington	I access services (health care, non-profits, etc.) all	2	4	1
10/19/2023 9:15:32 31-40	Man	White	Outside of Burlington	I work on North Winooski Avenue	4	3	2

10/19/2023 9:29:10 21-30	Man	White	Outside of Burlington	I go to stores, restaurar	2	1	4
10/19/2023 9:43:17 51-60	Man	White	Outside of Burlington	I travel through North V	1	3	2
10/19/2023 11:13:18 31-40	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurar	1	3	4
10/19/2023 11:55:25 21-30	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurar	4	2	1
10/19/2023 12:05:23 31-40	Man	White	Central District (Old North End, Downtown)	I own a business or org	1	3	2
10/19/2023 12:54:09 31-40	Man	White	North District (New North End)	I go to stores, restaurar	1		2
10/19/2023 13:48:03 51-60	Prefer not to answer	inappropriate question	Central District (Old North End, Downtown)	I access services (heal	1	1	1
10/19/2023 15:25:33 31-40	Man	White	Central District (Old North End, Downtown)	I go to stores, restaurar	4	2	1
10/19/2023 20:11:50 31-40	Man	White	Central District (Old North End, Downtown)	I access services (heal	2	3	1
10/20/2023 6:43:33 31-40	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurar	2	1	3
10/20/2023 10:09:05 71+	Man	Jewish /ethnicity race i	North District (New North End)	I go to stores, restaurants and businesses on Nor		1	2
10/20/2023 11:40:41 31-40	Man	White	North District (New North End)	I access services (heal	4	2	1
10/20/2023 12:35:32 31-40	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurar	3	2	1
10/20/2023 13:14:06 21-30	Woman	White	East District (Old East End, University Area, N	I work on North Winoos	3	2	4
10/20/2023 15:33:46 21-30	Woman	White	Central District (Old North End, Downtown)	I am a renter on North V	1	2	4
10/20/2023 16:14:57 21-30	Non-binary	White	Central District (Old North End, Downtown)	I am a renter on North V	1	1	4
10/20/2023 17:01:42 31-40	Man	White	Central District (Old North End, Downtown)	I go to stores, restaurar	1	2	3
10/20/2023 17:57:03 21-30	Man	White	Central District (Old North End, Downtown)	I go to stores, restaurar	2	3	4
10/21/2023 8:42:56 41-50	Man	White	Outside of Burlington	I go to stores, restaurar	2	3	1
10/21/2023 9:48:20 41-50	Man	White	Central District (Old North End, Downtown)	I access services (heal	2	4	1
10/21/2023 15:11:01 41-50	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurar	2	3	1
10/22/2023 12:54:21 41-50	Man	White	Central District (Old North End, Downtown)	I travel through North V	3	1	2
10/22/2023 23:05:27 41-50	Man	Asain	Central District (Old North End, Downtown)	I access services (heal	4	2	1
10/24/2023 8:48:39 31-40	Woman	White	South District (South End, Southern Hill Sectio	I go to stores, restaurar	2		2
10/24/2023 12:36:39 51-60	Man	White	Central District (Old North End, Downtown)	I access services (heal	3	2	1
10/25/2023 11:34:48 21-30	Non-binary	White	Central District (Old North End, Downtown)	I access services (heal	2	3	4
10/25/2023 11:37:51 21-30	Man	White	Outside of Burlington	I access services (heal	2	3	4
10/25/2023 12:19:31 41-50	Man	White	Central District (Old North End, Downtown)	I access services (heal	2	1	3
10/25/2023 14:17:53 41-50	Non-binary	White	North District (New North End)	I access services (heal	2	3	1
10/25/2023 21:08:55 41-50	Woman	White	Central District (Old North End, Downtown)	I access services (heal	1	1	4
10/26/2023 9:37:15 21-30	Woman	Black	Central District (Old North End, Downtown)	I access services (heal	1		
10/26/2023 11:08:45 61-70	Man	Black	South District (South End, Southern Hill Sectio	I access services (heal	1		1
10/27/2023 20:18:07 21-30	Man	Bi-racial	Outside of Burlington	I work on North Winoos	3	2	1
10/28/2023 16:56:23 41-50	Woman	White	Central District (Old North End, Downtown)	I work on North Winoos	1		
10/28/2023 22:29:27 21-30	Woman	White	North District (New North End)	I go to stores, restaurar	1	4	4
10/29/2023 14:17:21 31-40	Woman	White	North District (New North End)	I access services (heal	4	1	1
10/29/2023 18:56:53 51-60	Woman	Hispanic	Outside of Burlington	I access services (heal	1	3	4
10/29/2023 19:18:42 61-70	Woman	White	South District (South End, Southern Hill Sectio	I access services (heal	3	1	
10/29/2023 21:26:10 61-70	Woman	White	Outside of Burlington	I work on Riverside Ave	1		
10/30/2023 8:05:35 41-50	Woman	White	Outside of Burlington	I work on North Winoos	1		
10/30/2023 8:07:49 21-30	Man	2 or more	Outside of Burlington	I go to stores, restaurar	1	3	4
10/30/2023 8:55:20 41-50	Woman	White	Outside of Burlington	I access services (heal	1	2	3
10/30/2023 10:58:55 21-30	Man	White	Outside of Burlington	I work on North Winoos	4	1	1
10/30/2023 11:04:30 51-60	Woman	White	Outside of Burlington	I work on North Winoos	1	2	4

10/30/2023 13:32:40 41-50	Woman	White	Outside of Burlington	I work on North Winooski	4	1	1
10/30/2023 14:51:58 21-30	Woman	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) all	4	2	1
10/31/2023 9:36:36 21-30	Woman	White	South District (South End, Southern Hill Section)	I go to stores, restaurants	4	2	1
10/31/2023 9:58:08 31-40	Non-binary	White	North District (New North End)	I go to stores, restaurants	2	3	4
10/31/2023 10:56:03 31-40	Woman	White	Outside of Burlington	I work on North Winooski	4	4	1
11/1/2023 15:59:24 31-40	Woman	Hispanic	North District (New North End)	I go to stores, restaurants	1	2	4
11/3/2023 14:57:50 21-30	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurants	1	2	3
11/6/2023 10:20:56 41-50	Woman	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) all	1	2	4
11/7/2023 16:09:43 71+	Man	White	Central District (Old North End, Downtown)	I go to stores, restaurants	1		
11/7/2023 20:01:11 41-50	Woman	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) all	4	3	1
11/8/2023 4:44:17 61-70	Woman	White	Outside of Burlington		1		
11/8/2023 8:59:34 21-30	Man	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) all	3	1	2
11/9/2023 10:21:11 61-70	Woman	White	Central District (Old North End, Downtown)	I am a homeowner on North Winooski	1	4	4
11/10/2023 16:08:19 41-50	Woman	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) all	1	2	3
11/10/2023 16:50:48 41-50	Man	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) all	1	2	4
11/10/2023 18:23:50 61-70	Woman	White	Central District (Old North End, Downtown)	I am a renter on North Winooski	1		
11/11/2023 7:06:38 51-60	Man	White	South District (South End, Southern Hill Section)	I access services (health care, non-profits, etc.) all	4		1
11/11/2023 13:13:11 31-40	Woman	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) all	2	1	3
11/13/2023 8:40:09 61-70	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurants	1	1	
11/13/2023 13:29:27 51-60	Man	Mixed	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) all	1	2	
11/13/2023 13:32:20 51-60	Woman	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) all	1		
11/13/2023 13:40:19 71+	Woman	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) all	2	1	
11/13/2023 14:21:13 41-50	Woman	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) all	1	1	4
11/13/2023 14:39:10 31-40	Woman	White	Outside of Burlington	I own a business on North Winooski	1	4	
11/13/2023 15:08:41 41-50	Prefer not to answer	Black	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) all	1	2	4
11/13/2023 16:41:37 21-30	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurants	2	3	1
11/13/2023 18:48:50 71+	Woman	Asian	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) all	2	1	
11/14/2023 7:08:48 31-40	Transgender	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) all	3		2
11/14/2023 11:56:48 41-50	Man	White	Central District (Old North End, Downtown)	I go to stores, restaurants	2	1	3
11/15/2023 9:05:56 31-40	Woman	White	Outside of Burlington	I go to stores, restaurants	1	2	
11/15/2023 9:23:23 31-40	Woman	White	Central District (Old North End, Downtown)	I work on North Winooski	2	2	
11/15/2023 9:31:21 51-60	Woman	White	Outside of Burlington	I work on North Winooski	1	2	4
11/15/2023 9:42:10 31-40	Woman	White	North District (New North End)	I work on North Winooski	1	2	4
11/15/2023 13:19:37 31-40	Man	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) all	3	1	2
11/15/2023 16:32:06 51-60	Man	White	North District (New North End)	I work on North Winooski	1	3	4
11/15/2023 16:56:16 51-60	Man	White	Outside of Burlington	I work on North Winooski	2	4	4
11/16/2023 13:52:42 61-70	Man	White	Outside of Burlington	I work on North Winooski	1	2	4
11/17/2023 10:55:59 51-60	Woman	White	Outside of Burlington	I work on North Winooski	1	1	
11/17/2023 16:35:41 21-30	Man	White	Central District (Old North End, Downtown)	I go to stores, restaurants	1	2	3
11/17/2023 17:02:01 51-60	Woman	White	Central District (Old North End, Downtown)	I am a renter on North Winooski	1	2	4
11/17/2023 17:29:32 21-30	Prefer not to answer	White	East District (Old East End, University Area, North End)	I access services (health care, non-profits, etc.) all	4	2	1
11/17/2023 17:32:28 51-60	Man	Asian	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) all		1	1
11/17/2023 17:41:01 41-50	Woman	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) all	3	2	1
11/17/2023 17:58:30 31-40	Man	White	Central District (Old North End, Downtown)	I am a renter on North Winooski	2	1	3

11/17/2023 18:20:15 61-70	Woman	White	Central District (Old North End, Downtown)	I am a renter on North V	2	1	
11/17/2023 18:40:43 31-40	Woman	Hispanic	Central District (Old North End, Downtown)	I go to stores, restaurar	1	2	3
11/17/2023 18:40:47 31-40	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurar	2	1	1
11/17/2023 18:48:30 61-70	Woman	White	East District (Old East End, University Area, N	I access services (heal	1	4	4
11/17/2023 19:42:51 31-40	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurar	1	3	2
11/17/2023 21:28:23 21-30	Woman	Hispanic isn't a race. D	Central District (Old North End, Downtown)	I access services (heal	1	2	3
11/17/2023 22:39:16 41-50	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurar	1	2	
11/17/2023 22:51:45 41-50	Woman		Central District (Old North End, Downtown)	I access services (heal	1	2	3
11/18/2023 6:43:27 61-70	Woman	White	North District (New North End)	I travel through North V	1		
11/18/2023 9:03:57 11-20	Woman	White	Central District (Old North End, Downtown)	I travel through North V	4	3	2
11/18/2023 9:54:37 51-60	Woman	Black	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) along North Winooski Avenue, I go to stores, rest			
11/18/2023 10:48:10 61-70	Man	White	Central District (Old North End, Downtown)	I go to stores, restaurar	3	2	4
11/18/2023 12:30:44 41-50	Woman	White	Central District (Old North End, Downtown)	I am a homeowner on I	3	3	1
11/18/2023 14:00:32 21-30	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurar	2	1	
11/18/2023 14:15:27 51-60	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurar	4	3	1
11/20/2023 0:25:30 61-70	Woman	Black	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) al		1	4
11/20/2023 7:18:29 41-50	Woman	White	Central District (Old North End, Downtown)	I travel through North V	4	3	1
11/20/2023 10:24:43 61-70	Man	White	North District (New North End)	I travel through North V	3		2
11/20/2023 14:31:28 71+	Woman	White	South District (South End, Southern Hill Sectio	I access services (heal	1		
11/20/2023 22:12:11 31-40	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurar	1	2	3
11/21/2023 9:21:41 31-40	Non-binary	Asain	Outside of Burlington	I access services (heal	2	3	4
11/21/2023 10:53:01 41-50	Woman	White	Central District (Old North End, Downtown)	I am a renter on North V	2	1	4
11/21/2023 11:27:11 21-30	Man	White	South District (South End, Southern Hill Sectio	I go to stores, restaurar	2	3	3
10/25/2023 12:19:31 41-50	Woman	Asian	Central District (Old North End, Downtown)	I go to stores, restaurar	1		
10/25/2023 12:19:31 61-70	Woman	Black	Outside of Burlington	I own a business or org	1		
11/1/2023 12:19:31 51-60	Woman	White	Outside of Burlington	I work on North Winoos	1		
11/21/2023 9:21:41 61-70	Woman	White	East District (Old East End, University Area, N	I travel through North V	1		

How do you travel most often?	Does the new street configuration make you feel safer?	Do you have any special concerns about the new street configuration?	Does the new street configuration make you feel more functional?	Do you have any special concerns about the new street configuration?	What impacts have you experienced from the new street configuration?	Please share any additional feedback you have regarding the new street configuration:
4 Much safer	No		More functional	No	A better connected bike network	
4 Much safer	Love the new bike lanes		Much more functional		It's great to have a space to ride my bike	
4 Much safer			Much more functional		Feel safer as a cyclist	
1 No difference	No		No difference	No	NA	NA
4 Much less safe	Bicyclists still ride the wrong way.		Much less functional		Bicyclists still ride the wrong way. This was a total waste of money, and eliminating parking was asinine; we are not a large city like NY	
Much safer			Much more functional			
4 Much safer	none - it is amazing!		Much more functional	no	It feels so much safer.	
Safer			More functional			
4 Much safer	Lack of NB bike lane		Much more functional	No	MUCH less stressful to Keep it going! Convert the remaining section ASAP.	
4 Much safer			Much more functional			
Safer	potholes make it difficult		More functional		easier and more inviting	As a daily year-round bike commuter, these new bike lanes are a welcome improvement. Thanks! Now let's bring it to the next level.
4 Much safer	No I really like it.		Much more functional	No - I wish it were two way the whole way.		
4 Much safer			Much more functional			
4 Safer	I would like to see ph		More functional		I like the new bike lanes!	
4 Safer			No difference		More bikers present	As a biker, I prefer parking protected bike lanes but this is better than it was
No difference	Yes, This gives priority to bikes		Much less functional	Only access to N.Winooski Ave	More limited parking available	The Local Motion (and others) agenda is pressing (City wide) for a politically correct bicycle agenda without any compromise.
3 No difference	Cars parking in the northbound lane		Less functional		Not enough parking to : I wish there was more nearby parking.	
4 Safer	no		More functional			
Safer	No, it's great		More functional	No	Got a \$75 parking ticket while at CHC! My fault	
3 Much safer	The bike lanes should be extended		Much more functional		It is nice having the bike lanes	I would like to see the northbound bike lane extended to Pearl Street.
3 Safer	Bike lanes are unprotected		More functional		Street feels much wider than before, which could allow cars to speed more.	
4 No difference	no		Less functional	we live in a duplex and	Surrounding business are concerned about the lack of parking that may make them less assessable	
4 Safer			More functional		As a driver, its been nice	I expected to struggle with parking when visiting businesses over the last 2 weeks, but found parking on my first try.
4 Much safer	No. I like the new configuration		More functional		It's a big improvement in terms of safety for cyclists. It also encourages more bicycle use between Riverside Ave. and North St. and on North St.	
4 Much safer			More functional		Safer bicycling	
3 Much safer			Much more functional	No	Drivers need to be more careful	Would like to see more way finding for parking options
Much safer	I wish there was some more space		Much more functional		Continuity of bike facilities	Still seeing some contra-flow riding on the one way section of the street. Not sure how to best address and manage it.
3 Much safer			Much more functional		Easy to get around by bicycle. Feels safer.	
4 No difference	More space for the use of the bike lanes		No difference		it is very tight and we need more space	The larger sidewalks have made them impassable because of people living on them
4 Much safer	It's actually bikeable!		Much more functional		I now bike on it. And I'm happy to	Please make it permanent
3 Much safer	bike lanes could be a lot better		Much more functional		joy biking through it, feels safer than before	
3 Safer	Cars still parked on the street		More functional		it's a step in the right direction	I'd love to see more bike lanes and protected bike lanes as well.
2 Much safer	I would like the bike lanes to be protected		Much more functional		I'm able to access businesses that I want and feel much safer doing so.	
3 Safer	Motorists still parking in the bike lane		More functional		Easier to travel through the street	I would prefer lanes had protection, like a curb. Or at least simply having cars park on the outside of the bike lane.
4 Safer			More functional			
2 Safer	Cars frequently parked in the bike lane		More functional		North Winooski Ave is a better route	With the parking removed, I hope the city will prioritize making the lanes protected as soon as possible (in addition to the bike lanes).
4 Much safer			More functional			
1 Safer			More functional		Traveling by bicycle is easier. Driving is no more difficult than before.	
Safer			More functional			
4 Safer			No difference			
aurants and businesses	Much safer	There are not protected bike lanes	Much more functional	There are more access points	It is so much safer to ride my bike and walk in this street.	
4 Much safer			Much more functional			
1 Safer	The bike lanes are not protected		More functional		We need protected bike lanes on both sides	

1	Much safer		More functional			
2	Safer		More functional	n/a	positive	n/a
4	Safer	no	More functional		You can really move or For me it's a huge improvement, but I'm sorry for the people who need to park there.	
3	Safer		More functional		the bike lanes do feel safer to me, and I think I see more people using them. I do wish they were protected, but I still feel safer on my b	
4	Much safer	Better protection for t	Much more functional		Much safer for all!	
4	Much safer		More functional	While it is clearly a bett	As, a driver, I like the better design and visiblity of sharing the road. As an avid biker, while I don't usually ride on this road , I would tl	
	Safer	Painted lines are coo	More functional		Cars still treat N. Winooski as a 2 lane situation when traveling South on N. Winooski when entering the intersection of N. Winooski &	
3	Safer	Concerned about biki	More functional		It's nice to have a bike I like the new configuration, but it could be better if the bike lanes were continuous and protected. I also someti	
	No difference		Less functional		Lack of parking!	
	Much safer	Cars continue to be p	Much more functional	Theres still many imprc	Much more relaxed ex	Can't wait for the next stage of improvements!
1	Safer	Cars and trucks still p	More functional	The riverside Ave inters	More lane space for rid	You gotta do something about the vehicles stopped in the bike lanes. Otherwise they're pointless. There is a br
	Safer		More functional			
	Safer	Would like safer optic	More functional			
4	Safer	N Winooski and Rive	More functional	no	Easy to bike to and fron Please fix Winooski & Riverside next	
	Much safer		Much more functional			
	Safer	none	More functional	none	+	none
	No difference		No difference		less parking	
4	Much safer		Much more functional		I feel safer on my bicycle	
4	Much safer		More functional		drivers provide more re cyclists now have their own roadway space, configuration is safer for all users	
4	Much less safe	Enforce parking restr	Less functional		Please enforce current rules and regulations	
	Safer		More functional		More safety while bikin I also like to bike on the bike path on south winooski as it leads back toward my home but often feel unsafe in t	
1	Safer	Bike lanes are not pr	No difference		Much easier to bike on that section of road! Thank you!	
	Less safe		Much less functional	Parking loss more uns	More driving looking for	Yuppie gentrification at work courtesy of progressives
4	No difference		No difference			
3	Safer	Bicycle tracks would l	More functional		There seems to be mor For some reason there seems to be more bicycles riding northbound on No. Winooski between North St and D	
1	Less safe	The green blocks at t	Less functional			
4	Safer	Current bike lanes ar	No difference	The north end of the st	Slightly better comfort l	Could be much better.
4	No difference	bikers do not look wh	Less functional	cars are now parking at	construction kept us up	Cars are parking to block our driveway, despite the fact we have put up signs. Police and parking division offer
4	No difference	No	No difference	No	None	I'm very concerned about losing additional parking on the street.
3	Safer	190 Coquina Avenue	More functional	Sometimes I see cars p	More people biking	This is not relevant perhaps to the new configuration. There are an increasing number of ear splittingly loud ca
	Much safer		Much more functional		Much better for biking	Significant improvement for biking safely on the road
4	Much safer		Much more functional			
4	Safer		More functional			
4	Safer	nope	Much more functional	nope	less scary to bike throu n/a	
4	Much safer		Much more functional		I am safer and very tha We need more projects like this.	
4	Safer	I was really hoping fo	No difference	I think the larger areas of	no parking around the	I am hoping we get more protected lanes
	Much less safe	Less functional	Much less functional	parking removal affect	Detracts the neighbor	Seems alot of money for not and to what benefit, the street was better the way it used to be
4	No difference	It's about the same. I	No difference		I feel like it's been pretty neutral. I always took the lane there, so less parked cars gives more space, but marginal impact for biking an	
4	Much safer		Much more functional			
4	Safer	Some sort of protecti	More functional			
3	Safer		More functional		While overall I think it's While I think the bike lane is a much better use of space than parking, I do think that the sense that the street i	
	Much safer		Much more functional	No	Feel much safer on my I hope residents have been provided with parking.	
3	Safer	There are often cars	Much more functional		Biking to the City of Winooski feels much safer with the bike lanes in place.	
1	Less safe	Cyclists are biking th	Less functional	Less parking requires f	I can not find parking o	The street configuration needs to revert to have parking on both sides of North Winooski Avenue.

1 Much safer		Much more functional		Usually I would avoid N Winooski Ave when biking North to Winooski, but now I feel more comfortable using the street when biking.
4 Safer				We will know that Burlington is serious about cycling and walking when it starts building real cycle tracks.
4 No difference	Parking is significantl	No difference	Our business had acce	As noted above, parkin Would love a lot or more open parking, even within a few blocks - to make it easier for people who arent reside
3 Safer		More functional		I mostly bike around town including up and down North Winooski Ave (I live on this street and use it often to get from place to place). S
4 Safer		Less functional		Lack of street parking is spilling over to businesses and private properties. This creates constraints for individual businesses.
Safer		More functional		When I've driven to Ta I wonder if angled parking could be explored for the southbound side of North Winooski Ave between Union/Dc
4 Less safe	Yes	Much less functional	Yes	heavy parking demand The wider road space has increased vehicular speeds there
3 Safer	The bike lane is not p	More functional	The bike lane is not prc	I have experienced hav The street would be much safer if there were physical barriers between the traffic lane and the bike lane. This v
4 Safer		More functional		So far it has been prett would love to tackle intersection of winooski and riverside. Tough intersection for everyone, particular pedestria
4 Much safer		More functional		
2 No difference	it is a compromise th	No difference	I notice there arer	STIL I see no change other t It was a good try considering too many issues to deal with.
3 Safer	Parking between bike	More functional	Sidewalks need to be w	I feel safer biking and v Bike lanes should always have protected physical barriers.
4 No difference	No, I barely noticed th	No difference		It has made parking a li I am an avid cyclist who is ALWAYS in favor of more bike lanes. I'm surprised the city hasn't explored bike lane
1 Safer	I find the intersection	More functional	no	positive, I mostly bike commute to work and generally travel to the ONE often so it has made my riding safer.
4 Much less safe	Why the fuck does th	Much less functional	The bike lane makes it	Why don't you fucking t Undo it
3 No difference	Folks arent using the	No difference		
4 No difference		Less functional		Less parking....
1 Safer	No	Much less functional	No	The time i spend lookin way worse for parking but better road lines
4 Much safer		Much more functional		More comfortable on my bike. Less concerned with getting "doored"
3 Safer	Northbound, where th	No difference		Confusion when turning People should not put their recycling or trash bins in the bike lane. It seems like they do here more often than c
Safer	Sometimes there are	More functional		Love the bike lane and Thanks for adding the lane!
4 Safer		More functional		
3 No difference	The street remains ui	More functional	No	I appreciate that there i I go to Community Health Centers for my medical and health care appointments. I could drive but almost never
2 No difference	No	Less functional	No	I have to park much further away when I work due to the new 2 hour parking. Many of the students who attend Sangha Studio have a l
4 Much safer	Not enough on lane s	Much more functional	Crossing the street is d	More pleasant travel in We need better maintenance of curbs, greenbelts and parklets. Also the pedestrian crossing situation at Archi
1 Safer		More functional		I appreciate paint for bike lanes that is easier to see, and I like the smooth pavement :)
1 Safer	I think the bike lbae c	More functional	Nope	More people are biking Now that there is less space for cars they are forced to pass closer than they had to before. That's why having
4 Much less safe	Unprotected bike lan	Much less functional	Lost too much parking	Parking troubles Need a crosswalk near bus barn
4 Safer	Door zone bike lanes	More functional	no	Less harassment by mo It's a good start.
4 Much less safe	I don't understand wh	Much less functional	I think it's a poor desigr	My response is in the fe I've been living on N. Winooski Ave for the last 14 years. I think by the city taking away the spots is ridiculous! T
Much less safe	We need more parkir	Much less functional	People have to park far	We need parking on bc Change the parking lane to both sides
		Much less functional	Much less functional	Hectic Add more parking spaces
4 Safer	No	No difference	No	As a daily bicyclist com Give bicyclists a real separate lane. Make a real divider that not even cars can overtake or go into. With a com
Less safe		Less functional		
4 No difference		No difference		
1 No difference	I can't park for work.	Less functional		As above, I have to park very far away to go to my job at Riverside. Sometimes I have to stay very late like seven or 8 o'clock, and I fel
4 Less safe	less parking; more di	Less functional	less parking; more traff	negative less parking for workers, renters and people accessing businesses
No difference		Less functional		Less parking when accessing restaurants and healthcare
Safer	No	Much less functional	No	Parking availability on F I usually park on Riverside Ave for work but displacing parking on one side of N. Winooski impacts residents, b
No difference	no	Less functional	time limits make parkin	impact on ability for staff and patients to park
4 No difference		Less functional		
4 No difference	No	Less functional	Takes away parking sp	Received a parking tick The signs on the street are confusing and don't make sense
1 Safer		No difference		I have experienced greater issue with accessing parking while coming to work (I am employed at Community Health Centers, Riversid
3 Less safe	Too many bike lanes	Much less functional	Too many bike lanes w	All negative. Bikes are t What is going to happen when snow comes? Where will people who work and live here park? Where will peop

1 No difference		Less functional		I am unable to find park	I am an avid biker so I know and appreciate the effort to improve a bike lane. As someone who only has the o
1 No difference		Much less functional	Less parking is a real p	No parking in an already congested area.	
4 Much safer	Why not put bike lane	Much more functional		I love using the bike lanes!!! So much	
1 Safer	Bike/walker safety pl	More functional	The use of		
1 No difference	not enough designat	Less functional		harder to find street parking to be able to work nearby	
4 Less safe	Freight loading/ unlo	Much less functional	Parking is inaccessible	Negative	One side of bike traffic would be sufficient as many bikers just ride in the middle of the street or do whatever th
4 No difference		Less functional	Significantly fewer park	Its more challenging for customers and employees to find parking and the signage can be unclear	
2 Less safe	the lack of onstreet t	Much less functional	no good enough	lack of on street parkin	How are you reaching people with out internet access, non- English speakers or are not on your mailing list or
No difference	bikes more pron to d	Less functional	no handicap parking to	no parking for ups, fed	negative impact
4 Much safer		More functional		As a daily bicycle rider, I think it's great that space is being made for cycling. I appreciate you putting in more bike racks in the "plaza"	
Less safe	Parking	Less functional	Acces to businesses ar	Parking to access busi	Less apt to use businesses there
4 Safer	Yes, because the lan	More functional	The intersection of Win	There is better visibility	Put in protected bike lanes before someone gets hurt.
4 Less safe	no handicap, ups,fed	Much less functional	no place to park for ten	cannot find a place to p	it does not work, especially for businesses , cannot understand why only part of the street is 1 sided parking, fu
4 Much less safe	The new bike lane m	Less functional	I have mobility issues a	I work at CHCB. I pers	Burlington used to be such a wonderful place to live and now it's though this city does not care about its reside
4 Less safe	Motorists refuse to o	Less functional		Handicap parking and 2 hour spots:	positive; reduced parking spaces, no marked parking, no enforcement of paking laws: negative
Safer		Less functional	New lines at the corner	I most often cannot find parking near my home. Very often I have to park a block or more away.	
Much safer	Cars parking in the bi	Much more functional		Much better for biking; fine for driving also	
Less safe		Much less functional	Yeah— you took away	I hate it. Change it back.	
No difference	cannot find a place to	Less functional	never can find a place t	no place to park, busin	has caused loss of business, what will happen this winter? "NO PARKING" because of snow?
Safer	No	No difference	Parking should be rem	None really, it seems the same to me.	
Less safe		Less functional			
Safer	Parking has been im	Much less functional	Yes PARKING for ten	Personally, I have not	Why was that ever done without setting aside parking in a lot or garage? This seems to be a very short sighte
4 Much less safe	The radical decrease	Less functional	See answer above: I ar	See above.	See above.
No difference		No difference			
3 Less safe	People blocking traffi	Less functional	Harder to find parking r	not able to find parking. I hate it	
4 Safer	no	More functional	No	Safer feeling biking	In general, would love to see more bike paths in Burlington that have a physical divider between bikes and cars
3 No difference		No difference			
Safer		Much more functional			Better for biking and hoping it will get even safer for bikers and pedestrians. Have not noticed any negative impacts for driving or shop
4 No difference	The changes are not	No difference			Parking on the street--even on side streets like Crombie and Decatur--is much more difficult now.
Safer	N/A	More functional	N/A	N/A	
No difference	Parking in the Old N	No difference	It is safer in some ways	because of visibility and biking access, but the lack of parking and the amount of businesses on the street has other safety implication	
4 Much safer	It makes it much easi	More functional			
3 Much safer		More functional		Parking is difficult for residents	
4 Safer	it would be nice to do	More functional	no	not much	
4 Much safer	no	More functional	no	I can see oncoming traffice when I pull out of my office	
4 No difference		No difference		264 North Winooski Aveue	
3 Safer		More functional		Much easier to make a left turn onto the street.	
Much safer		Less functional	We lost the accessible/	The plus is there is a clearer view up and down the street while pulling out of the driveway onto N. Winooski Ave. The negative is that	
4 Safer		More functional		could use better street lighting	
3 No difference		Much less functional	very limited parking	very limited parking. m	loading zone parking is unnecessary and problematic has nothing to do with bike traffic
3 Safer	The bike lanes are ur	More functional		It is an improvement but we need more separation for bikers and less on street parking	
2 Safer		More functional		Able to ride more freely	
Safer	new construction of li	More functional		The left turn bike box is	Love the road without parking in sections, wish it was the whole way that way. Also, wish it would be easier to b
4 Safer		More functional	I see bikers struggle to get to and from the end	Thanks for the bike lane!	

C or Boston. People can go 1 block over to go the other direction

ing BTV into the 21st century and start building protected/separated bike lanes; more pedestrian-only areas; better/free shuttles expanding on the GREAT College Street shuttle model!

y consideration for other road users. Time for BTV to introduce safety ordinances that require safe cycling practices and punish those who ignore them. Meanwhile, don't deny paking spaces without creating affordable alternatives.

st pass on the block I was looking for - on my first pass through.
1 to downtown because of a more consistent pathway.

ve NB bike flow to Union (maybe rebuild the Union St PBL?)

ines to avoid the door zone.

ition to coming up with a long term solution to protect union street again). Union/Winooski is a major north/south corridor for bikes, and while I appreciate the additional safety of the painted lane, an unprotected path is not safe enough for more cautious o

bike!

think this would be a immense improvment.
North St. bollards to seperate the bike lane right in front of the Sushi restaurant would prevent this - as well as making a tight on red illegal here.
times drive through this corridor to visit the shops and restaurants. Haven't had any issues with parking despite the removal of spaces.

ox truck and usually several people picking up delivery across from Pho Hong at almost constantly during the weekday. Whatever happened to protected bike lanes? How are people who aren't confident cyclists like me supposed to see this as improvem

the downtown section.

Decatur St. where No. Winooski is one-way - southbound.

unresponsive. We have not been able to leave for work for hours some mornings, and we had contractors who could not park in our driveway because it was blocked. Cars are also parked such that we can't see when we pull out of our driveway. The cc
ars and motorcycles cruising down North Winooski. Does Burlington have a noise ordinance that pertains to vehicles?

d me personally. I imagine it might make pedestrian crossing there easier, but I don't walk there.

s wider and more open does make drivers in cars drive faster.

ents of the ONE to visit with more ease. Understand that this is challenging, though it would be helpful! And an accessible labeled spaces in front of public businesses every few businesses would be wonderful (and I know this removes other parking though). Since the bike lanes have been added on the two-way driving section, I feel safer having a designated place to bike. However, I notice that cars still park and sometimes drive in the bike lane and this is not safe. It would be much better if it was a protected

acatur and North St? Maybe not because of the driveways, but the vehicle travel lane seems too wide. Think about it? You'd be a hero. A bike lane AND more parking.

would both slow traffic and protect other users of the public right of way.
ans. Would love to sprinkle some innovation on it.

as / parking spaces in a seasonal manner. I've sene it in Montreal. Signs that say "no parking March - November" or whatever the bike months are. So it's multi-use and is conscious of the fact that bike traffic is likely less in snowy months.

other places and I don't know if it's because this is new for them or because its their protest.

r drive to those appointments because it is walkable and there is bus service to the building. I wish it were more safe to bike there but Riverside Ave and North Winooski do not feel safe to bike on. CHCB has a parking garage and with nearby street parking it's a harder time finding parking in the evening, which means they often are arriving late to class, which feels disruptive. I've talked to folks who specifically don't attend classes or events at Sangha Studio - North because of the parking situation. North Main and N Winooski is ridiculous. We should add huge bump outs and also redo the white stripes since they are confusingly diagonal.

a more protected bike lane would make me feel safer.

The fact that city council voted it down originally, then right after private meeting take place behind closed doors to pass the no parking on our street, they decided passed it anyways. People aren't heard or nor do they have a voice. It affects people who live

pletely physically separated lane, it'll be much safer and more efficient for cyclists to travel. The new lane is a step in the right direction but it's not quite there.

el very worried walking to my car as a woman by myself in the dark. This has affected my mental health

businesses, visitors to the street and adjacent streets.

e Ave). We don't have adequate parking for all employees, so we do frequently need to park on the street, and a decrease in parking on North Winooski and the surrounding area has put significant strain on my daily commute. As someone who lives outside of the city, is it really worth the coming to businesses park? This is not a good idea

ption to commute by car to work, this has increased my time to get to work significantly. I have been with my place of employment for over a decade, I know that they designed the building which serves many of the surrounding residents with the old struc

hey want anyways.

on Local Motions email list?

near Pho Hong. I use them as parking when I go to work across the street.

urther up toward pearl st there is parking on both sides
ants or making this a vibrant city with businesses like Junktiques, Tank Recording Studio, the African Market, CHCB and many more. The loss of resources for our neighborhood is not outweighed by the utilization of this bike lane. In my opinion it was a g

d project!

s

ping.

l.

more apartment dwellers/guests or restaurant customers are parking in our business lot during the day and night since parking was removed from our side of the street - it was bad before but now its worse.

ike north and South on North Winooski. It's also a huge bummer that within a month or two of the completed lane a construction project has already torn up the street and required new paving and messed the surface and bike lanes

parking south of North St. on N. Winooski Ave to put in a bike lane when we already have a bike lane going south, and a bike lane going north on North Union. I beg that we simply maintain the bike lanes we have--the North Union Ave bike lane is very bu

imentalist types is where the city has chosen to concentrate its efforts, rather than policy that addresses the homelessness, addiction, and mental illness that is increasingly plaguing our city, and the rampant petty crime that has followed.

nger to have our streets taken care of.

› with their pavement markings. Try first to maintain what we have before adding more to our streets. Thank you.
ortation and this change is not necessary for the small amount of people who actually use this street on bicycles.

ie.

end on drivers. AND if bikes are concerned w/ safet how about enforcing mandatory lights helmets obeying traffic.

r casual cyclists, meaning that cycling is still reserved for people who are highly skilled or willing to take risks. Unprotected lanes disproportionately leave out mothers with children, new riders, and the elderly.

ent over riding in the street?

onstruction noise and lights kept us up all night many nights.

gh too!)

l bike lane with some sort of barrier that serves as a visual separation as well as a physical separation.

ng I don't have any concerns for people who drive there as patients or employees either finding parking spots nearby or finding other ways to get there than driving their cars. If they have urgent needs for care, there are urgent care facilities and the emerg

ve in the community and surrounding businesses. It shows that what people say in meetings and peoples concerns don't really matter. Not to negative but this seems to happen a lot in Burlington. I understand that you can't please everyone who lives here

side of Burlington, the only way for me to commute is by car (bus schedules to my town do not allow for me to utilize public transit, moving closer to work is not an option for me at this time)

ture in place. It is quite difficult for employees to spend a large amount of time driving around looking for on street parking. For many employees, biking, car sharing or bus commuting is not feasible and thus the inconvenience of this change is not some

arbage decision. I'm more than unhappy with the changes!

umpy and cracked--please repair it and leave North Winooski Ave alone. Please. I bike all the time as my main form of transportation and still find that the removal of parking with no plan has already affected our neighborhood for the worse.

gency department at UVMHC which are more appropriate facilities for those kinds of visits. We won't have sufficient mixed use of our streets until space is taken away from vehicles and protected bike lanes are installed.

ə but I think people lose hope when they aren't heard or when consumers open businesses here they aren't aware of what is happening. If there isn't any parking for businesses it makes it harder for owners to sustain to stay open. We want people to com

ething that could be mitigated by anything other than more parking. By using the on site parking, employees would be limiting access to consumers of the on site parking who are typically much more in need or may also be traveling and have no other alt

ie to Burlington but if it's makes it challenging for folks when parking is an Issue period! They aren't going to go there. As a resident, I find

ernative method to get to the building. I know that my employer made many pleas to the city to give more time for this to happen in order to fid another

Appendix-B: Full list of comments received, North Winooski Avenue Stakeholder Survey

A better connected bike network

It's great to have a space to ride my bike

Feel safer as a cyclist

Bicyclists still ride the wrong way. This was a total waste of money, and eliminating parking was asinine; we are not a large city like NYC or Boston. People can go 1 block over to go the other direction

It feels so much safer.

MUCH less stressful to bike along the street -- thank you!

easier and more inviting to bike.

I like the new bike lanes!

More bikers present

More limited parking availability to N. Winooski businesses without any alternative every having been thought through.

Not enough parking to support businesses and nonprofits on the corridor.

Got a \$75 parking ticket while at CHC! My fault

It is nice having the bike lanes. I experience much less harassment by drivers.

Street feels much wider than before, which could allow cars to speed more.

Surrounding business are concerned about the lack of parking that may make them less assessable

As a driver, its been nice to have bikes out of the way.

It's a big improvement in terms of safety for cyclists. It also encourages more bicycle use between Riverside Ave. and North St. and on to downtown because of a more consistent pathway.

Safer bicycling

Drivers need to be more aware of cyclists and pedestrians.

Continuity of bike facilities is a huge win!

Easy to get around by bicycle. Feels safer.

it is very tight and we needed that parking especially since no one will park in the garages anymore due to the unhoused

I now bike on it. And I'm not afraid to get sideswipped when pulling out of the garage or City market

joy biking through it, feels safer than before

it's a step in the right direction.

I'm able to access businesses that I want and feel much safer doing so.

Easier to travel through the ONE and access businesses on N. Winooski

North Winooski Ave is now a much needed connection from Burlington city center to the ONE, Intervale, and Winooski via the riverside path. N Winooski is also more accessible on bike as a destination itself.

Traveling by bicycle is easier. Driving is no more difficult than before.

It is so much safer to ride my bike and walk in this street.

We need protected bike lanes on both sides

positive

You can really move on a bike because there is enough space between the parked cars and the car lane.

the bike lanes do feel safer to me, and I think I see more people using them. I do wish they were protected, but I still feel safer on my bike!

Much safer for all!

As, a driver, I like the better design and visibility of sharing the road. As an avid biker, while I don't usually ride on this road, I would think this would be a immense improvement.

Cars still treat N. Winooski as a 2 lane situation when traveling South on N. Winooski when entering the intersection of N. Winooski & North St. bollards to separate the bike lane right in front of the Sushi restaurant would prevent this - as well as making a tight on red illegal here.

It's nice to have a bike connection to/from the riverside path.

Lack of parking!

Much more relaxed experience both in a car and on a bike. This stretch used to see a tremendous amount overzealous overtaking by drivers. I can ride at a comfortable pace without experiencing aggressive behavior by drivers. As a driver, there is no conflict when passing bike lane users and I don't have to keep an eye out for oncoming drivers who have sped up to 45 to get around a biker.

More lane space for riding generally makes it more pleasant on a bike. So does the fresh paint.

Easy to bike to and from work

less parking

I feel safer on my bicycle

drivers provide more respect to cyclists

More safety while biking and more likely to frequent that route

Much easier to bike on that section of road! Thank you!

More driving looking for parking

There seems to be more bicycles traveling north on No. Winooski

Slightly better comfort level with the added lanes, but I have experienced the same negative bike/car confrontations near the entrance to Old Spokes Home/Good News Garage or the Health Center.

construction kept us up all night many nights. Now cars are parked to block our driveway

More people biking

Much better for biking

less scary to bike through there

I am safer and very thankful for that.

Detracts the neighborhood feel, less access to Health Center and other business on that street via car

I feel like it's been pretty neutral. I always took the lane there, so less parked cars gives more space, but marginal impact for biking and me personally. I imagine it might make pedestrian crossing there easier, but I don't walk there.

While overall I think it's an improvement, I have occasionally been cut off by cars turning right in front of me as I approach intersections. However, this is nothing new when it comes to bike lanes

Feel much safer on my bike

Biking to the City of Winooski feels much safer with the bike lanes in place.

I can not find parking on the street as easily as I used to

Usually I would avoid N Winooski Ave when biking North to Winooski, but now I feel more comfortable using the street when biking.

As noted above, parking is much more challenging. People have shared they do not come to this location as much and have started prioritizing our other locations with parking more. This is good in that they are still coming, though - I am concerned if the neighborhood itself can sustain our business costs for years (ie: increased rent most notably - for now it is ok, but I am not confident about our 5-year lease terms being able to be covered by walk-able visits alone). To the safety and functionality questions above, I listed no difference in that I am not clear on what the safety and functionality issues were that were looking to be solved. From what I recall it was to enhance bike-ability and the likelihood of biking, and in that case, that lane is wider. Not sure if that has had the desired effect of more bikers though. Or, if it has lowered bike accidents. I would have selected "unsure" vs "no difference" based on that I don't know that data and my observation of those 2 things seems unchanged, outside of people looking for parking and not being as aware drivers at times. Hoping that this gets better as the project completes. Just last night there were no parking signs up again, so people also aren't in a routine of where and when to and not to park yet.

I mostly bike around town including up and down North Winooski Ave (I live on this street and use it often to get from place to place). Since the bike lanes have been added on the two-way driving section, I feel safer having a designated place to bike. However, I notice that cars still park and sometimes drive in the bike lane and this is not safe. It would be much better if it was a protected bike lane with some sort of barrier that serves as a visual separation as well as a physical separation.

Lack of street parking is spilling over to businesses and private properties. This creates constraints for individual businesses.

When I've driven to Taco Gordo, I've found it more difficult to find a parking space nearby. However, I usually bike there when it's nice and that's been enjoyable. Also, I haven't stopped going there or decreased the frequency in which I go.

heavy parking demand shifted to my street; unable to have vehicle serviced by N. Winooski mechanic, bike traffic continues to ride on the wrong side of the road (i.e. vs oncoming traffic)

I have experienced having to move into the traffic lane to go around cars that are parked in the bike lane.

So far it has been pretty good. Definitely improved biking on the street. Haven't noticed a difference when using other modes

I see no change other than still too many cars parked and bike lanes not contiguous

I feel safer biking and walking on this stretch of road.

It has made parking a little harder on my side street, but not prohibitive. Typically in evening hours when people are dining at the restaurants. Otherwise no major difference to my daily usage.

positive, I mostly bike commute to work and generally travel to the ONE often so it has made my riding safer.

Why don't you fucking fix the homeless population and the drug problem instead of making stupid ass bike lanes for people that don't even know how to use them

Less parking....

The time i spend looking for a spot to park has greatly increased and i park much further from home now :/

More comfortable on my bike. Less concerned with getting "doored"

Confusion when turning onto Riverside mentioned above. A positive change is the additional room when turning north onto Winooski from Archibald. That intersection is very large, and when I turn left on a bike, it takes a long time to get out of the way of trucks\cars going straight, so I tend to turn left early, which can conflict with a truck\car behind me trying to make a shorter left, staying left of me. I've had a couple of tight situations there when there were parked cars, but with the new lane, I think it's clearer to me and trucks\cars turning left that I'm making a wider turn and they can make a tighter turn if they aren't patient enough to stay behind me until we are through the turn.

Love the bike lane and the bike box at the intersection with Riverside makes it much easier to cross to the multiuse path along riverside.

I appreciate that there is less space dedicated to parking vehicles. That is the trend we need to be moving into for a plethora of reasons and to me that's the best thing about this project so far. As I wrote above, the new street configuration does some good but I feel that it missed an opportunity to install protected bike lanes. The best cities- ones with bigger populations and busier streets, figure this out. I'm disappointed that Burlington has yet to figure this out in a meaningful way.

I have to park much further away when I work due to the new 2 hour parking. Many of the students who attend Sangha Studio have a harder time finding parking in the evening, which means they often are arriving late to class, which feels disruptive. I've talked to folks who specifically don't attend classes or events at Sangha Studio - North because of the parking situation.

More pleasant travel in north bound bike lane.

I appreciate paint for bike lanes that is easier to see, and I like the smooth pavement :)

More people are biking and cars are going slower

Parking troubles

Less harassment by motorists.

My response is in the feedback section

We need parking on both sides. People park on the bike lane and put hazard lights on it's dangerous

Hectic

As a daily bicyclist commuter it's positive to have a designated lane but drivers seem to be less safe with others. Cars are now less likely to slow down when passing a cyclist in the bike lane and are often encroaching on the lane.

As above, I have to park very far away to go to my job at Riverside. Sometimes I have to stay very late like seven or 8 o'clock, and I feel very worried walking to my car as a woman by myself in the dark. This has affected my mental health

negative

Less parking when accessing restaurants and healthcare

Parking availability on Riverside Ave has decreased somewhat

impact on ability for staff and patients to park

Received a parking ticket

I have experienced greater issue with accessing parking while coming to work (I am employed at Community Health Centers, Riverside Ave). We don't have adequate parking for all employees, so we do frequently need to park on the street, and a decrease in parking on North Winooski and the surrounding area has put significant strain on my daily commute. As someone who lives outside of Burlington, the only way for me to commute is by car (bus schedules to my town do not allow for me to utilize public transit, moving closer to work is not an option for me at this time)

All negative. Bikes are much smaller than cars. How many bike lanes do we need???

I am unable to find parking for my work

No parking in an already congested area.

I love using the bike lanes!!! So much

harder to find street parking to be able to work nearby

Negative

It's more challenging for customers and employees to find parking and the signage can be unclear

lack of on street parking

no parking for UPS, FedEx, US mail, and deliveries

As a daily bicycle rider, I have noticed that cars started going significantly slower after the bike lane was added. It feels more comfortable as a bicyclist now.

Parking to access businesses and healthcare

There is better visibility at crosswalks without cars parked on the east side of the street. I also ride my bike more frequently to businesses on N Winooski now.

cannot find a place to park

I work at CHCB. I personally work at the Pearl Street Clinic, but the challenges the loss of parking has caused my co-workers is significant. It's like Burlington had no concern for the businesses or people who live and work here and more in the appearance of being a bikeabl

Handicap parking and 2 hour spots: positive; reduced parking spaces, no marked parking, no enforcement of paking laws: negative

I most often cannot find parking near my home. Very often I have to park a block or more away.

Much better for biking; fine for driving also

I hate it. Change it back.

no place to park, businesses and tenants lack parking areas

None really, it seems the same to me.

Personally, I have not been impacted much. I'm just very concerned about those who live on North Winooski and those who have businesses there.

not able to find parking, dangerous bikers, and unable to go places I need/want to go to (due to lack of parking)

Safer feeling biking

Better for biking and hoping it will get even safer for bikers and pedestrians. Have not noticed any negative impacts for driving or shopping.

Parking on the street--even on side streets like Crombie and Decatur--is much more difficult now.

Parking is difficult for residents

not much

I can see oncoming traffice when I pull out of my office

Much easier to make a left turn onto the street.

The plus is there is a clearer view up and down the street while pulling out of the driveway onto N. Winooski Ave. The negative is that more apartment dwellers/guests or restaurant customers are parking in our business lot during the day and night since parking was removed from our side of the street - it was bad before but now its worse.

very limited parking. major inconvenience for residents, guests and businesses

It is an improvement but we need more separation for bikers and less on street parking

The left turn bike box is crazy and no one uses it and it's confusing. No body is going to get into the and box three lanes away from the side of the road to turn into, and in the middle of traffic to turn left. It's nuts.

I have noticed no extra bike traffic and friends have experienced more difficulty finding parking. I think we need to see what it's like in the winter before assessing the impact. Will the bike lanes be plowed or will cyclists need to ride in the middle of the road because the bike lanes are full of snow and ice? Will people not willing to risk injury by cycling in ice and snow and frigid temperatures be able to access our local businesses and residences?

More difficult to find parking, with non-residents spilling over into residential side streets.

No changes to parking along our street

It makes it much more difficult for my friends who are disabled to find parking

Negative with lack of parking. There is also a mismatch of the lane lines from turn from Riverside

Concern in the community our businesses suffer due to the reduced parking as we do not have a parking garage for visitors. It is already hard enough to get people to come to Burlington

Much safer for biking.

A little safer to bike

I really haven't noticed much difference at all as a walker and I walk along North Winooski regularly cause I live on Hyde St.

Can't find parking

I saw a woman on a bike in the narrow bike lane get side swiped by a bus. She was injured. Very unsettling.

It's easier to see bikers and pedestrian crossing.

While I find that I generally have a better ride traveling north, I very consistently need to slow down and ride around cars in the bike lane.

parking is more difficult

Not enough parking for customers

Negative

Inability to find parking confusing signa

No - I wish it were two way the whole way.

Only access to N.Winooski businesses.

we live in a duplex and only have space for one car, the less parking makes it difficult. My tenant received a ticket for parking in a short term spot

There are more accesible parking spaces set aside under the plan which I like

While it is clearly a better design, it is still difficult to turn right going SW on N. Winnoski and turning right (heading east) on North Street because your mirrors and even turning your head has blindspots for bikers that are heading in the same direction but slightly behind you on N.Winooski. Maybe a mirror on the street or

different coloring through the intersection (N. Winooski and North Street) to let drivers and riders know that this is difficult intersection.

Theres still many improvements that could be made, but i believe this is an improvement

The riverside Ave intersection is not easy to navigate for anyone on foot or especially on a bike. Even worse with a wheelchair or Walker.

Parking loss more unsafe walking in winter from further parking. Space.

The north end of the street, at the junction with Riverside Ave., is still quite dangerous for pedestrians and cyclists. It is tricky, at best, to access the Riverside path from N Winooski, and vice versa.

cars are now parking and blocking our driveway

Sometimes I see cars parked in the bike lane in front of Jakes and on North Union across from taco Gordo.

I think the larger areas of no parking around the crosswalks is very important for accessibility

parking removal affect getting to the health center

Less parking requires folks to walk further to their homes and businesses

Our business had accessible offerings, but we have since moved these offerings to another location due to the removed parking and not being able to assure that spots would be as available at our business frontage

The bike lane is not protected and is therefore not truly accessible and safe for those who use a bicycle.

I notice there arer STILL CARS ON BOTHIDES OF THE END BLOCK! Dangerous to cars & bikes

Sidewalks need to be widened and smoothed. The parking lane on the West side of the road impedes sightlines when crossing turn ins to businesses.

The bike lane makes it impossible for traffic on that side of the road to see the rest of the road. If someone is pulling out, they have to manage to see BEYOND the bike lane which is nearly impossible.

Crossing the street is dangerous for pedstrians due to lack of traffic calming features.

Lost too much parking

I think it's a poor design.

People have to park far to access the other side of the street and it's old people too

Much less functional

less parking; more traffic distractions

time limits make parking less flexible

Takes away parking spaces

Too many bike lanes will make space for cars smaller. Less parking means more people driving around looking for parking and this creates congestion and air pollution

Less parking is a real pain. Bummer no one was willing to listen to the concerns of those who hoped it wouldn't go away.

Parking is inaccessible for regular employees. Unsafe access to garage and loading/unloading of freight

Significantly fewer parking spots

no good enough

no handicap parking to speak of

Access to businesses and healthcare

The intersection of Winooski and Archibald is way too wide, making it dangerous to cross for little kids or people with mobility impairments.

no place to park for tenants on the street

I have mobility issues and now have to park on the corner at the "Ratsmission". I have a handicapped placard but that spot, which is across from my house, is not always open. Also I feel like it should be left open for others who are visiting a business in our neighborhood, since there is only one.

New lines at the corner in front of my home have taken away an entire parking space.

Yeah— you took away a whole street's worth of parking.

never can find a place to park, no handicap parking close, no place for delivery trucks to park

Parking should be removed on the left at the block before Pearl Street, so the left-turn lane vehicles can actually line up to turn left, rather than be stuck behind the vehicles going straight or right, as the left-turn light comes before the straight/right light

Yes PARKING for tenants and businesses

See answer above: I am physically disabled, therefore I need a car to navigate a rural state & the city to get my basic needs met, ex Grocery shopping to carry bags home. Public Transportation isn't a safe option for my disability (long wait time, walks etc. not conducive to my disability). The sidewalks are horrendous, which is why many disabled folks have been pushed out of Burlington (wheelchairs etc cannot easily navigate sidewalks). Less parking means I have to park farther & walk longer distances. Increase public transportation & retrofit for green solutions (solar etc) and then something useful would happen to help everyone. Reducing car lanes on the main streets in BTV only creates longer wait times (idling), which increases driver aggression, which instigates unsafe driving, which creates more hazardous conditions for drivers, bikers, & walkers alike.

Harder to find parking near places I need to get to and I have mobility (placard) issues and can't travel too far by walking

It is safer in some ways because of visibility and biking access, but the lack of parking and the amount of businesses on the street has other safety implications.

We lost the accessible/HP parking spot in front of our office. The nearest one is either across the street with no nearby crosswalk, or on the other side of an adjoining building. Apartment dwellers/guests from next door regularly park in our only accessible spot behind the building during the day.

very limited parking

I see bikers struggle to get to and from the end of north winooski to the riverside bike path

Fewer parking spots negatively affects the disabled, elderly, and children and affects accessibility to local businesses.

Yes. Folks who ride bikes year round have immense privilege in terms of being able to afford a bike that is able to do so, the clothing, etc. Not to mention being physically able to do so. The majority of folks who live on North Winooski or near it can not afford it/ don't have the life style to do so. Many are physically unable.

Loss of right turn lane at pearl st let's traffic back up enough to reduce access to left turn lane

The decrease in parking makes the street and the neighborhood less accessible

I do not but have heard from others who have certain disabilities which makes things harder from them when they have to park further away from where they live.

It has always been hard to find parking on N Winooski Avenue and now it is much worse. Makes me question if I still want to frequent shops and restaurants there

People that used to park on the street are now forced to use side streets which clogs the side streets.

Need better cycle safety. Cars continually ignore painted bike lanes.

parking is more difficult

More cars doubling up in driveways, blocking sidewalks, less parking

Keep it going! Convert the remaining section ASAP.

As a daily year-round bike commuter, these new bike lanes are a welcome improvement. Thanks! Now let's bring BTV into the 21st century and start building protected/separated bike lanes; more pedestrian-only areas; better/free shuttles expanding on the GREAT College Street shuttle model!

As a biker, I prefer parking protected bike lanes but this is better than it was

The Local Motion (and others) agenda is pressing (City wide) for a politically correct bicycle agenda without any consideration for other road users. Time for BTV to introduce safety ordinances that require safe cycling practices and punish those who ignore them. Meanwhile, don't deny parking spaces without creating affordable alternatives.

I wish there was more nearby parking.

I would like to see the northbound bike lane extended to Pearl Street.

I expected to struggle with parking when visiting businesses over the last 2 weeks, but found parking on my first pass on the block I was looking for - on my first pass through.

Would like to see more way finding for parking options

Still seeing some contra-flow riding on the one way section of the street. Not sure how to best address and move NB bike flow to Union (maybe rebuild the Union St PBL?)

The larger sidewalks have made them impassable because of people living on them

Please make it permanent

I'd love to see more bike lanes and protected bike lanes as well.

I would prefer lanes had protection, like a curb. Or at least simply having cars park on the outside of the bike lanes to avoid the door zone.

With the parking removed, I hope the city will prioritize making the lanes protected as soon as possible (in addition to coming up with a long term solution to protect union street again). Union/Winooski is a major north/south corridor for bikes, and while I appreciate the additional safety of the painted lane, an unprotected path is not safe enough for more cautious or casual cyclists, meaning that cycling is still reserved for people who are highly skilled or willing to take risks. Unprotected lanes disproportionately leave out mothers with children, new riders, and the elderly.

For me it's a huge improvement, but I'm sorry for the people who need to park there.

I like the new configuration, but it could be better if the bike lanes were continuous and protected. I also sometimes drive through this corridor to visit the shops and restaurants. Haven't had any issues with parking despite the removal of spaces.

Can't wait for the next stage of improvements!

You gotta do something about the vehicles stopped in the bike lanes. Otherwise they're pointless. There is a box truck and usually several people picking up delivery across from Pho Hong at almost constantly during the weekday. Whatever happened to protected bike lanes? How are people who aren't confident cyclists like me supposed to see this as improvement over riding in the street?

Please fix Winooski & Riverside next

cyclists now have their own roadway space, configuration is safer for all users

Please enforce current rules and regulations

I also like to bike on the bike path on south winooski as it leads back toward my home but often feel unsafe in the downtown section.

Yuppie gentrification at work courtesy of progressives

For some reason there seems to be more bicycles riding northbound on No. Winooski between North St and Decatur St. where No. Winooski is one-way - southbound.

Could be much better.

Cars are parking to block our driveway, despite the fact we have put up signs. Police and parking division often unresponsive. We have not been able to leave for work for hours some mornings, and we had contractors who could not park in our driveway because it was blocked. Cars are also parked such that we can't see when we pull out of our driveway. The construction noise and lights kept us up all night many nights.

I'm very concerned about losing additional parking on the street.

This is not relevant perhaps to the new configuration. There are an increasing number of ear splittingly loud cars and motorcycles cruising down North Winooski. Does Burlington have a noise ordinance that pertains to vehicles?

Significant improvement for biking safely on the road

We need more projects like this.

I am hoping we get more protected lanes

Seems alot of money for not and to what benefit, the street was better the way it used to be

While I think the bike lane is a much better use of space than parking, I do think that the sense that the street is wider and more open does make drivers in cars drive faster.

I hope residents have been provided with parking.

The street configuration needs to revert to have parking on both sides of North Winooski Avenue.

We will know that Burlington is serious about cycling and walking when it starts building real cycle tracks.

Would love a lot or more open parking, even within a few blocks - to make it easier for people who arent residents of the ONE to visit with more ease. Understand that this is challenging, though it would be helpful! And an accessible labeled spaces in front of public businesses every few businesses would be wonderful (and I know this removes other parking though too!)

I wonder if angled parking could be explored for the southbound side of North Winooski Ave between Union/Decatur and North St? Maybe not because of the driveways, but the vehicle travel lane seems too wide. Think about it? You'd be a hero. A bike lane AND more parking.

The wider road space has increased vehicular speeds there

The street would be much safer if there were physical barriers between the traffic lane and the bike lane. This would both slow traffic and protect other users of the public right of way.

would love to tackle intersection of winooski and riverside. Tough intersection for everyone, particular pedestrians. Would love to sprinkle some innovation on it.

It was a good try considering too many issues to deal with.

Bike lanes should always have protected physical barriers.

I am an avid cyclist who is ALWAYS in favor of more bike lanes. I'm surprised the city hasn't explored bike lanes / parking spaces in a seasonal manner. I've sene it in Montreal. Signs that say "no parking March - November" or whatever the bike months are. So it's multi-use and is conscious of the fact that bike traffic is likely less in snowy months.

Undo it

way worse for parking but better road lines

People should not put their recycling or trash bins in the bike lane. It seems like they do here more often than other places and I don't know if it's because this is new for them or because its their protest.

Thanks for adding the lane!

I go to Community Health Centers for my medical and health care appointments. I could drive but almost never drive to those appointments because it is walkable and there is bus service to the building. I wish it were more safe to bike there but Riverside Ave and North Winooski do not feel safe to bike on. CHCB has a parking garage and with nearby street parking I don't have any concerns for people who drive there as patients or employees

either finding parking spots nearby or finding other ways to get there than driving their cars. If they have urgent needs for care, there are urgent care facilities and the emergency department at UVMMC which are more appropriate facilities for those kinds of visits. We won't have sufficient mixed use of our streets until space is taken away from vehicles and protected bike lanes are installed.

We need better maintenance of curbs, greenbelts and parklets. Also the pedestrian crossing situation at Archibald and N Winooski is ridiculous. We should add huge bump outs and also redo the white stripes since they are confusingly diagonal.

Now that there is less space for cars they are forced to pass closer than they had to before. That's why having a more protected bike lane would make me feel safer.

Need a crosswalk near bus barn

It's a good start.

"I've been living on N. Winooski Ave for the last 14 years. I think by the city taking away the spots is ridiculous! The fact that city council voted it down originally, then right after private meeting take place behind closed doors to pass the no parking on our street, they decided passed it anyways. People aren't heard or nor do they have a voice. It affects people who live in the community and surrounding businesses. It shows that what people say in meetings and peoples concerns don't really matter. Not to negative but this seems to happen a lot in Burlington. I understand that you can't please everyone who lives here but I think people lose hope when they aren't heard or when consumers open businesses here they aren't aware of what is happening. If there isn't any parking for businesses it makes it harder for owners to sustain to stay open. We want people to come to Burlington but if it's makes it challenging for folks when parking is an Issue period! They aren't going to go there.

As a resident, I find it extremely frustrating just to look for a parking spot my street. Almost every day when I come home from work, it feel like parking wars. It's like you never want to move your car, you'll lose the spot as soon as you move your car out of the spot. The last thing I really want to deal with after working a full time job is driving around the block a million times to find a spot on the street, it's frustrating as it is. We aren't New York City!

I get that the city council wants to make it safer for bicyclists in the city but we have winter 5 months of the year. I don't think by taking away parking spots is the solution and N. Winooski is a highly traffic street.

The other piece of this is that if they are going to remove spots, they don't have a solution for folks to park their cars someone else. Not every resident renter or owner has a yard or spaces to park a car. What are people supposed to do?

I really wish we were heard and they would have reconsidered this project.

Change the parking lane to both sides

Add more parking spaces

Give bicyclists a real separate lane. Make a real divider that not even cars can overtake or go into. With a completely physically separated lane, it'll be much safer and more efficient for cyclists to travel. The new lane is a step in the right direction but it's not quite there.

less parking for workers, renters and people accessing businesses

I usually park on Riverside Ave for work but displacing parking on one side of N. Winooski impacts residents, businesses, visitors to the street and adjacent streets.

The signs on the street are confusing and don't make sense

What is going to happen when snow comes? Where will people who work and live here park? Where will people coming to businesses park? This is not a good idea

I am an avid biker so I know and appreciate the effort to improve a bike lane. As someone who only has the option to commute by car to work, this has increased my time to get to work significantly. I have been with my place of employment for over a decade, I know that they designed the building which serves many of the surrounding residents with the old structure in place. It is quite difficult for employees to spend a large amount of time driving around looking for on street parking. For many employees, biking, car sharing or bus commuting is not feasible and thus the inconvenience of this change is not something that could be mitigated by anything other than more parking. By using the on site parking, employees would be limiting access to consumers of the on site parking who are typically much more in need or may also be traveling and have no other alternative method to get to the building. I know that my employer made many pleas to the city to give more time for this to happen in order to find another solution or to not do this. As expected, there is a significant negative impact for my employer and to myself. It is difficult to competitively recruit desperately needed employees when they would need to add at least 15-20 minutes to their time to look for a parking spot and walk to the building, and in all different types of weather.

One side of bike traffic would be sufficient as many bikers just ride in the middle of the street or do whatever they want anyways.

How are you reaching people with out internet access, non- English speakers or are not on your mailing list or on Local Motions email list?

negative impact

I think it's great that space is being made for cycling. I appreciate you putting in more bike racks in the "plaza" near Pho Hong. I use them as parking when I go to work across the street.

Less apt to use businesses there

Put in protected bike lanes before someone gets hurt.

it does not work, especially for businesses, cannot understand why only part of the street is 1 sided parking, further up toward pearl st there is parking on both sides

Burlington used to be such a wonderful place to live and now it's though this city does not care about its residents or making this a vibrant city with businesses like Junktiques, Tank Recording Studio, the African Market, CHCB and many more. The loss of resources for our neighborhood is not outweighed by the utilization of this bike lane. In my opinion it was a garbage decision. I'm more than unhappy with the changes!

has caused loss of business, what will happen this winter? "NO PARKING" because of snow?

Why was that ever done without setting aside parking in a lot or garage? This seems to be a very short sighted project!

I hate it

*In general, would love to see more bike paths in Burlington that have a physical divider between bikes and cars
could use better street lighting*

loading zone parking is unnecessary and problematic has nothing to do with bike traffic

Able to ride more freely

I very much do not want a "phase 2" and hope that is permanantly off the table. There is no reason to remove parking south of North St. on N. Winooski Ave to put in a bike lane when we already have a bike lane going south, and a bike lane going north on North Union. I beg that we simply maintain the bike lanes we have--the North Union Ave bike lane is very bumpy and cracked--please repair it and leave North Winooski Ave alone. Please. I bike all the time as my main form of transportation and still find that the removal of parking with no plan has already affected our neighborhood for the worse.

Deeply disappointing to see this mediocre attempt at virtue signaling/ pandering to priveleged pseudo-environmentalist types is where the city has chosen to concentrate its efforts, rather than policy that addresses the homelessness, addiction, and mental illness that is increasingly plaguing our city, and the rampant petty crime that has followed.

Not necessarily about the configuration but the new paving is great. It often feels like the O.N.E. has to wait longer to have our streets taken care of.

I would be very interested to know what the results of this survey are and if people notice a difference.

Any new painted pavement surface is just that much more the City has to maintain. DPW has failed to keep up with their pavement markings. Try first to maintain what we have before adding more to our streets. Thank you.

The percentage of bike riders in Burlington is far less than the percentage of people who use motorized transportation and this change is not necessary for the small amount of people who actually use this street on bicycles.

parking is more difficult

Majority of people don't like it.

I'm completely against the new configuration. I see no benefint to bikes, a great loss to those who drive or depend on drivers. AND if bikes are concerned w/ safet how about enforcing mandatory lights helmets obeying traffic.

Love the road without parking in sections, wish it was the whole way that way. Also, wish it would be easier to bike north and South on North Winooski. It's also a huge bummer that within a month or two of the completed lane a construction project has already torn up the street and required new paving and messed the surface and bike lanes

Thanks for the bike lane!

Appendix-C: Unfiltered parking occupancy counts North Winooski Ave

OCCUPANCY COUNT

Location: N Winooski			Inspector: Julia Ursaki, Phillip Peterson, Dora Bean, and Maddy Suender		
Date: 11-15-2023			Date: 11-16-2023		
9:00	13:00	19:00	9:00	13:00	19:00
46	43	39	44	43	37
52	52	52	52	52	52
88%	83%	75%	85%	83%	71%

9 am average	83%
1 pm average	80%
7 pm average	77%
Overall average	80%



North Winooski Avenue New Configuration Stakeholder Survey & Data Collection Report

City Council Transportation Energy & Utilities Committee (TEUC)

November 28th, 2023





NWA Data Collection Report Background

How survey data was obtained?

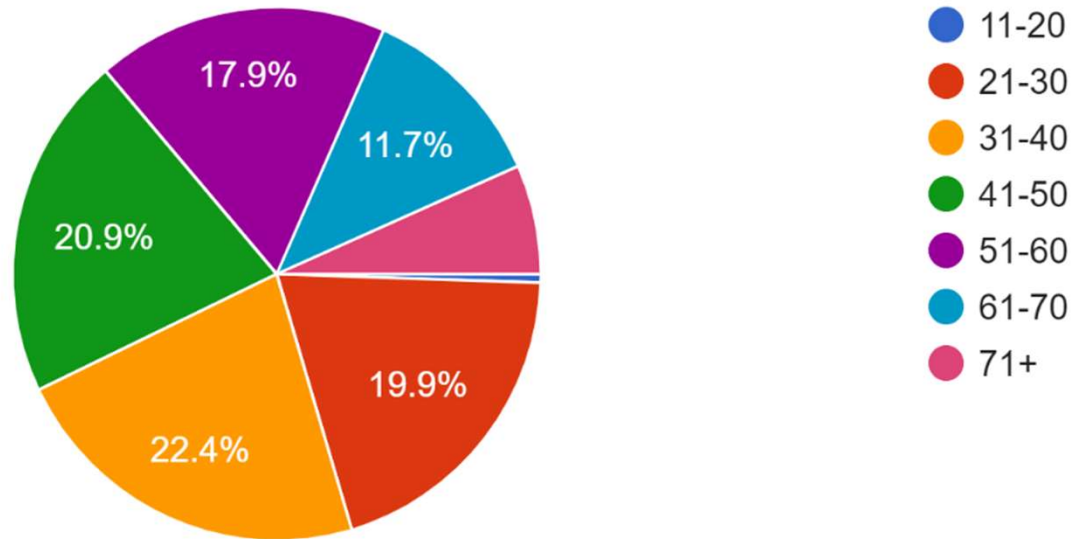
- 2 Rounds Flyer distribution
 - In-person with DPW Staff and Business & Workforce Development
- Translation Services Offered
- Email list
- 203 Survey Respondents



Survey Demographics

Age of Respondents

Age
196 responses

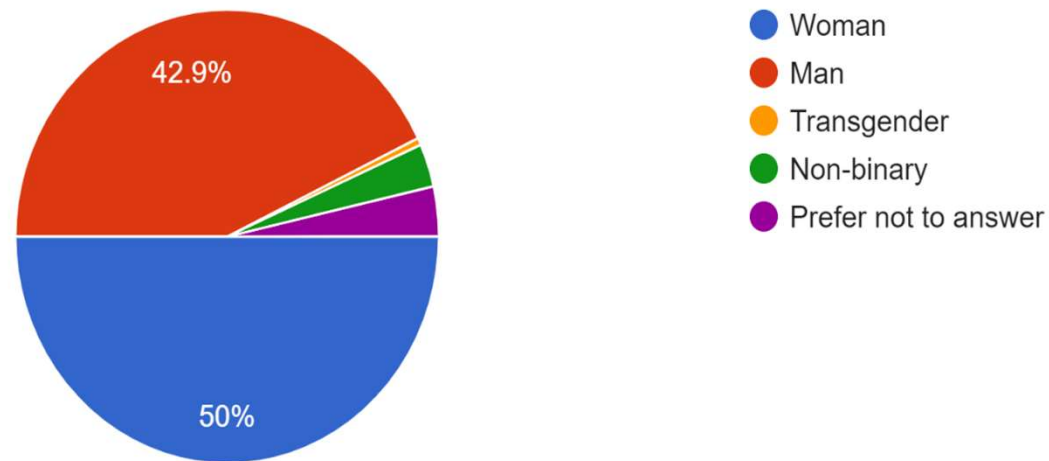


**Important to note, not all respondents answered every question.*

Gender Identity of Respondents

Gender Identity

196 responses

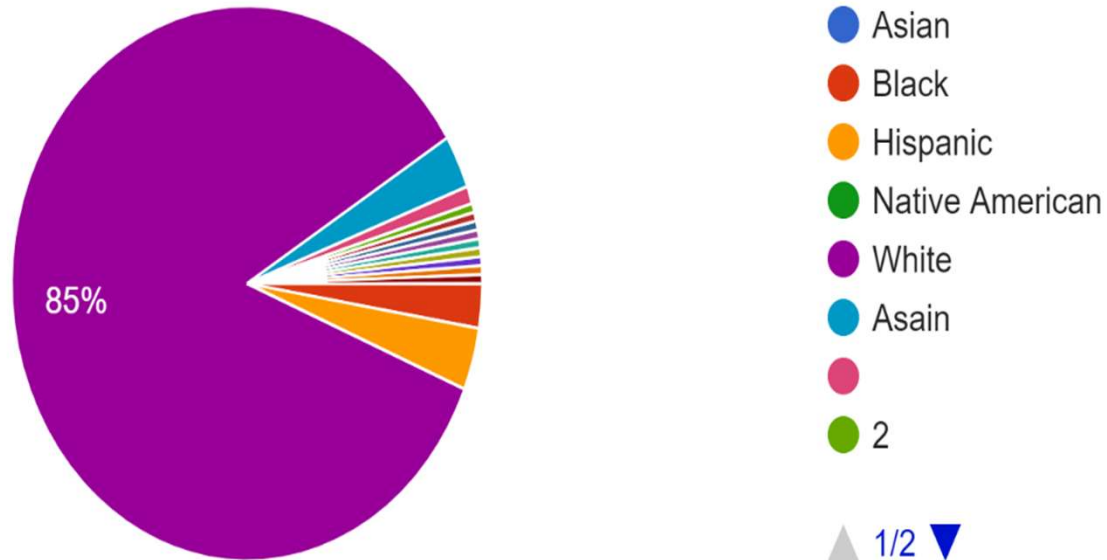


**Important to note, not all respondents answered every question.*

Race/Ethnicity of Respondents

Race / Ethnicity

193 responses

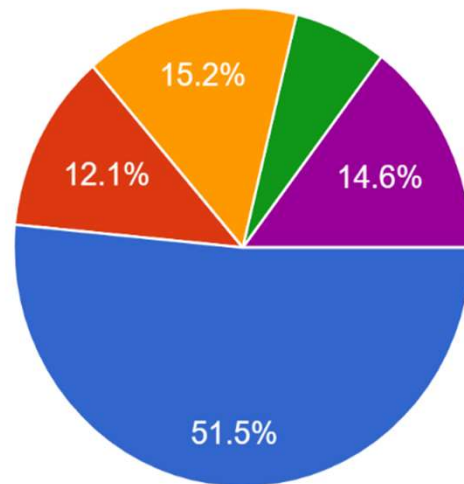


**Important to note, not all respondents answered every question.*

Place of Residence of Respondents

Place of Residence

198 responses



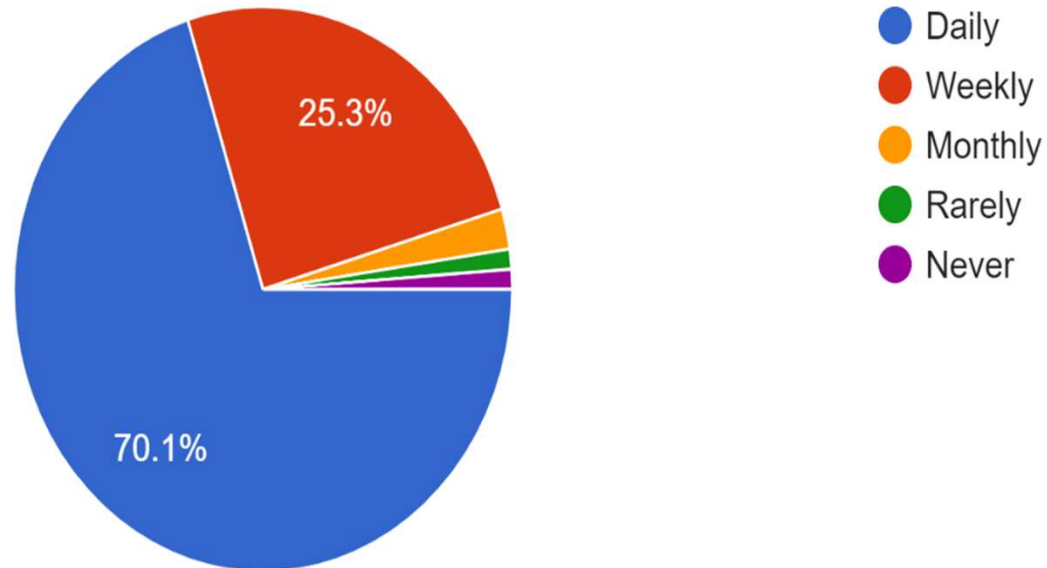
- Central District (Old North End, Downtown)
- North District (New North End)
- South District (South End, Southern Hill Section)
- East District (Old East End, University Area, Northern Hill Section)
- Outside of Burlington

**Important to note, not all respondents answered every question.*

Use of NWA by Respondents

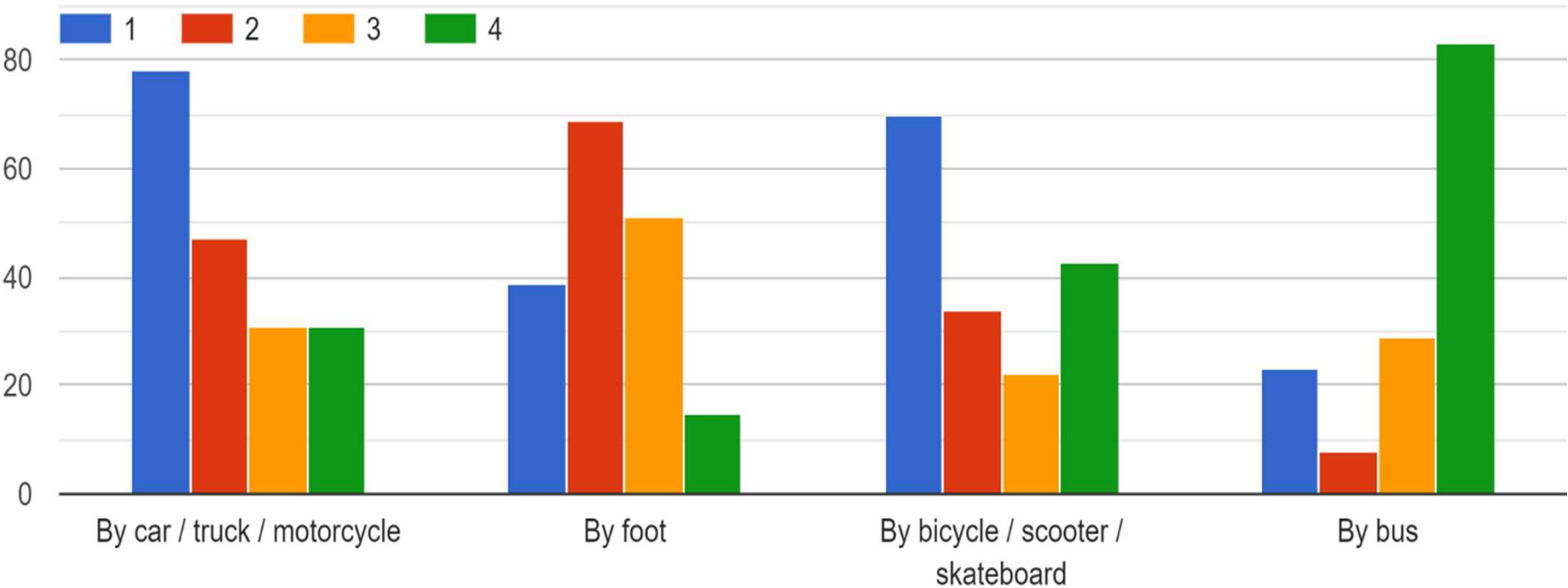
How often do you use North Winooski Avenue?

87 responses



**Important to note, not all respondents answered every question.*

How do you travel most often along North Winooski Ave? (Rank 1 for most often to 4 for least often)



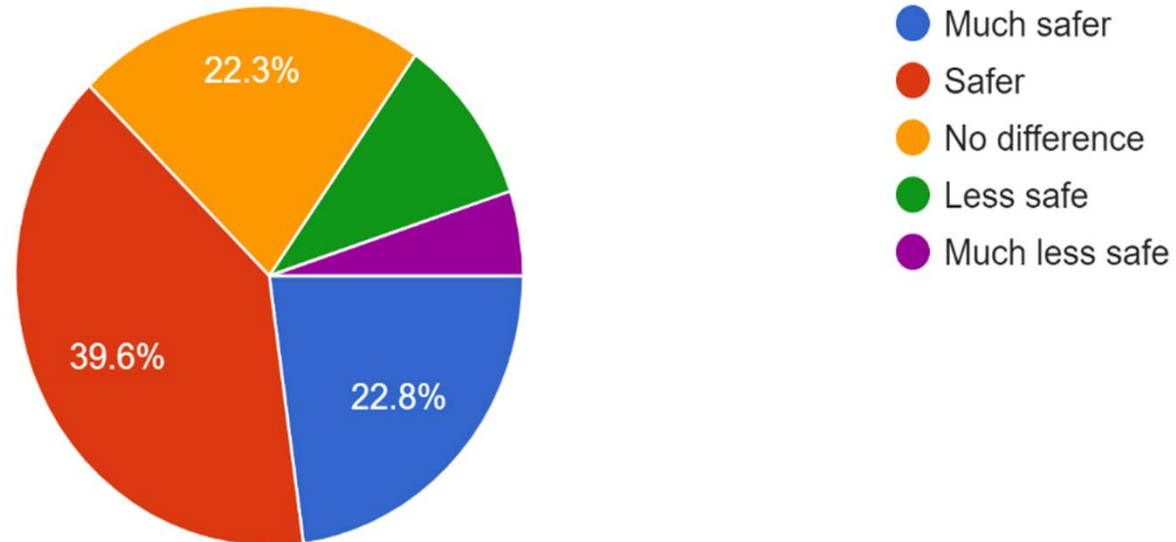
** Some respondents indicated their primary mode of travel involved more than one mode of transportation.*



Safety Perception by All Respondents

Does the new street configuration improve the safety for all road users

197 responses

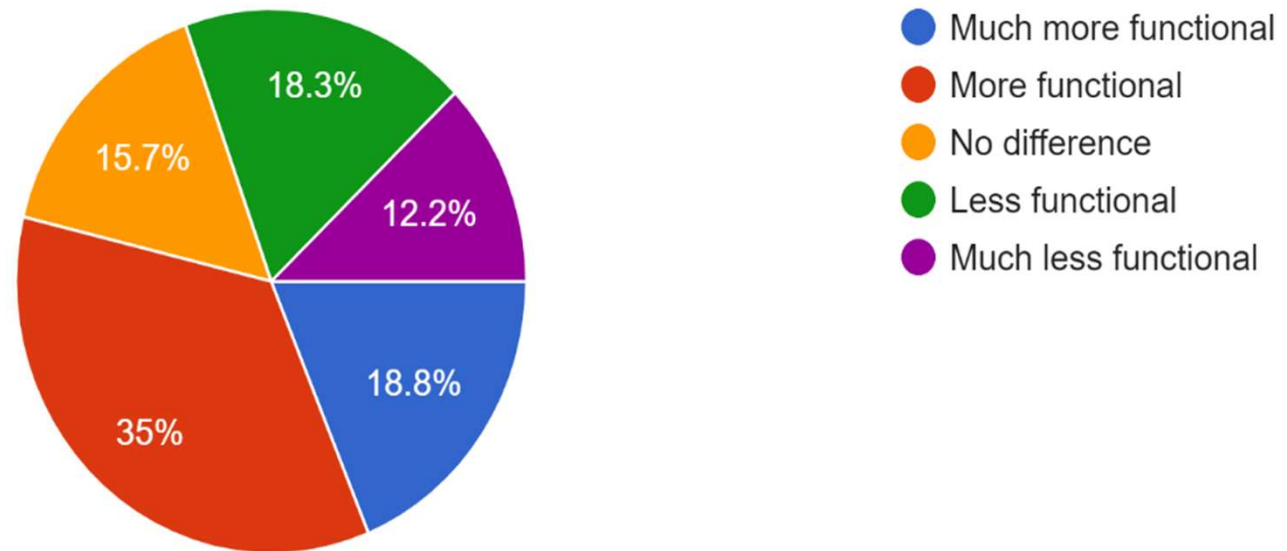


**Important to note, not all respondents answered every question.*

Functional Perception by All Respondents

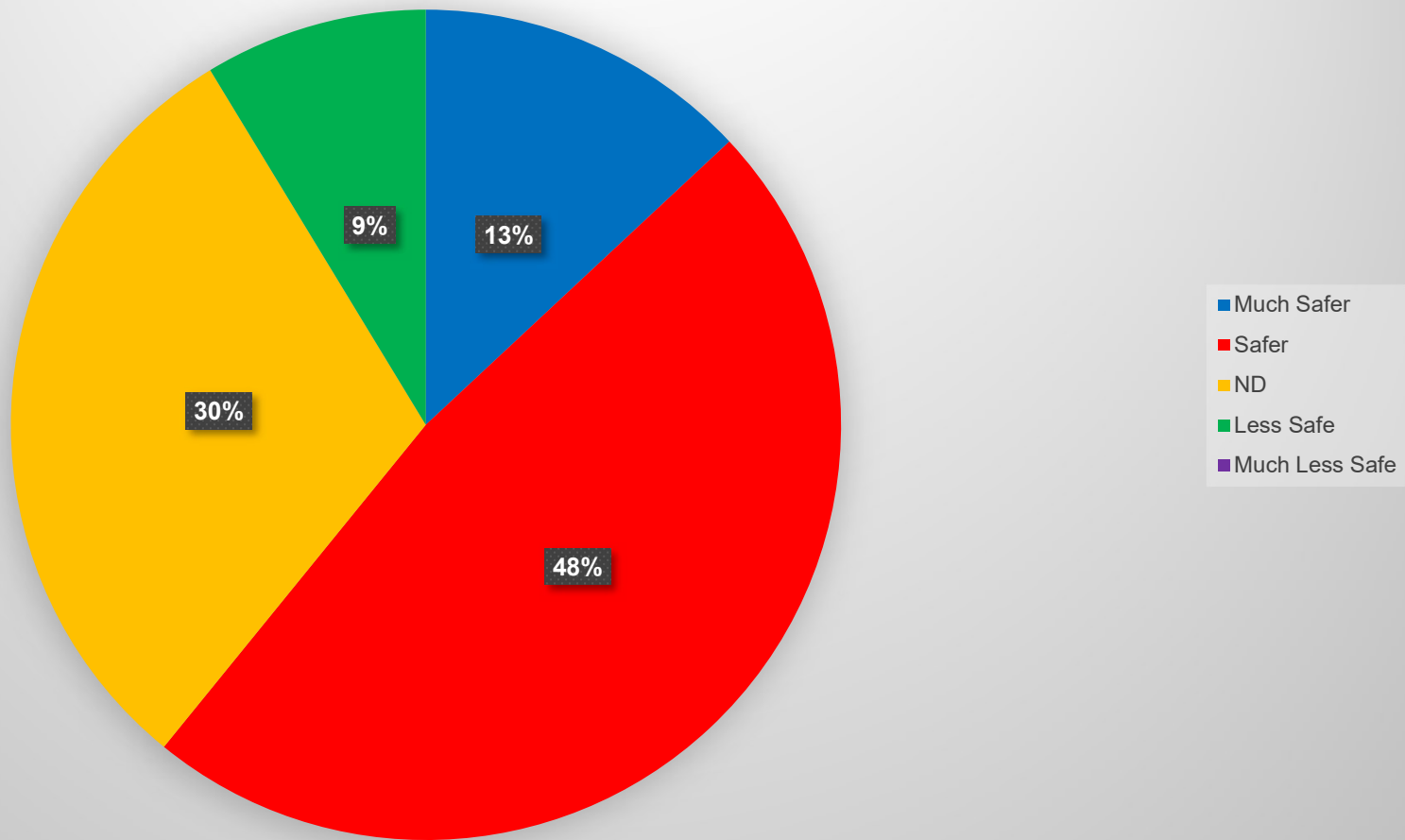
Does the new street configuration make North Winooski Ave more functional?

197 responses



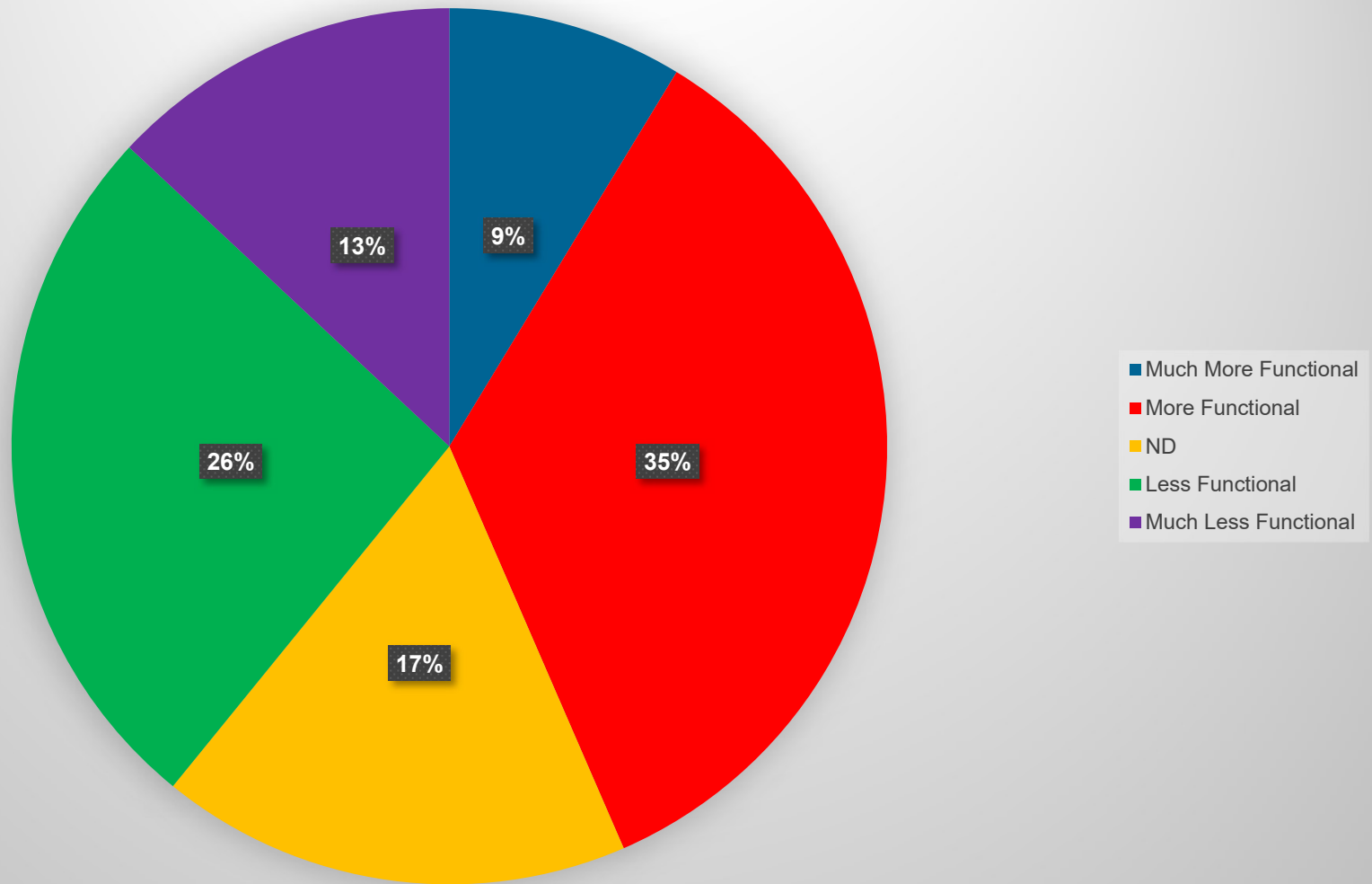
**Important to note, not all respondents answered every question.*

Safety Perception for Respondents that Primarily Ride the Bus



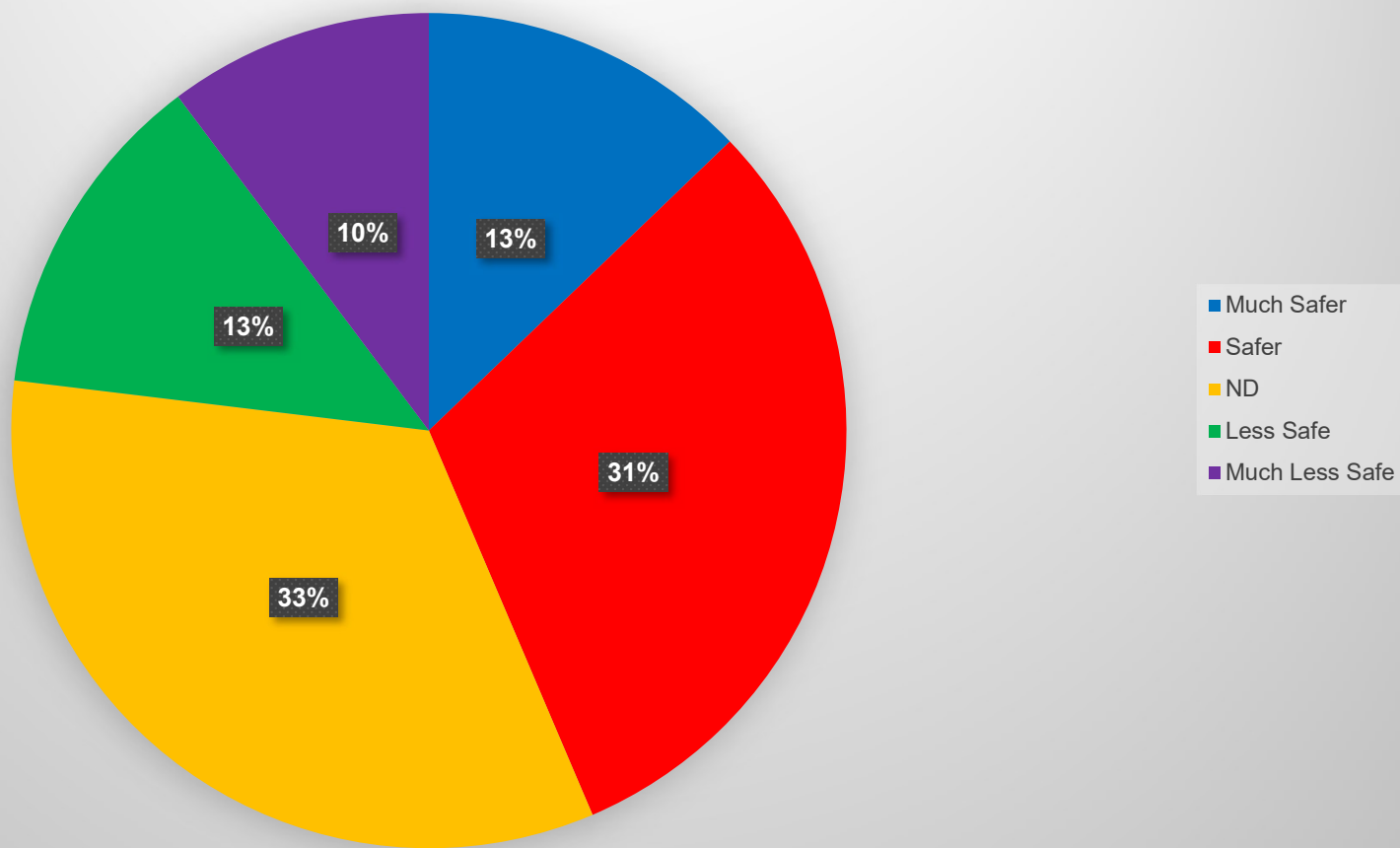
** Some respondents indicated their primary mode of travel involved more than one mode of transportation.*

Functional Perception for Respondents that Primarily Ride the Bus



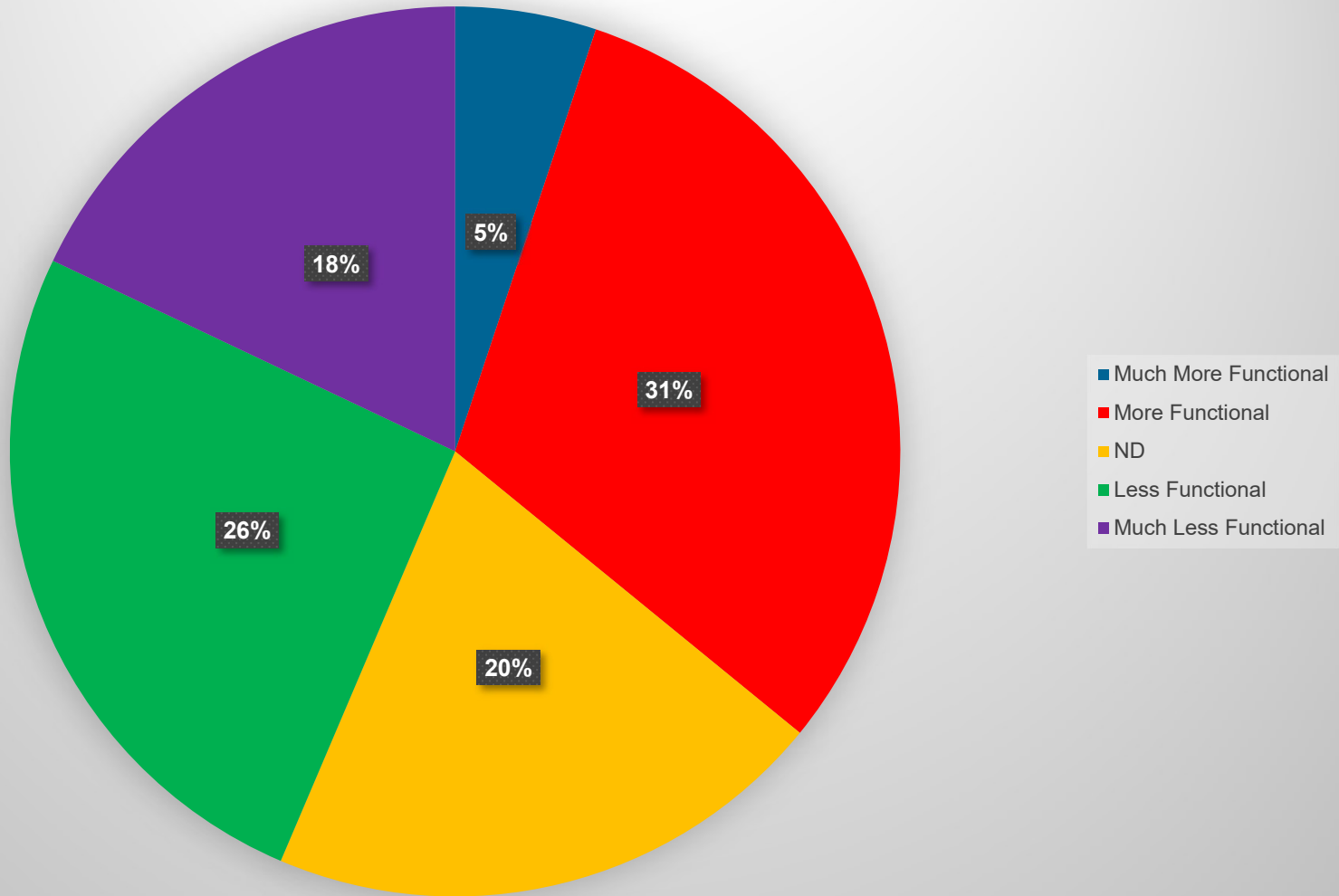
* Some respondents indicated their primary mode of travel involved more than one mode of transportation.

Safety Perception for Respondents That Primarily Travel by Foot



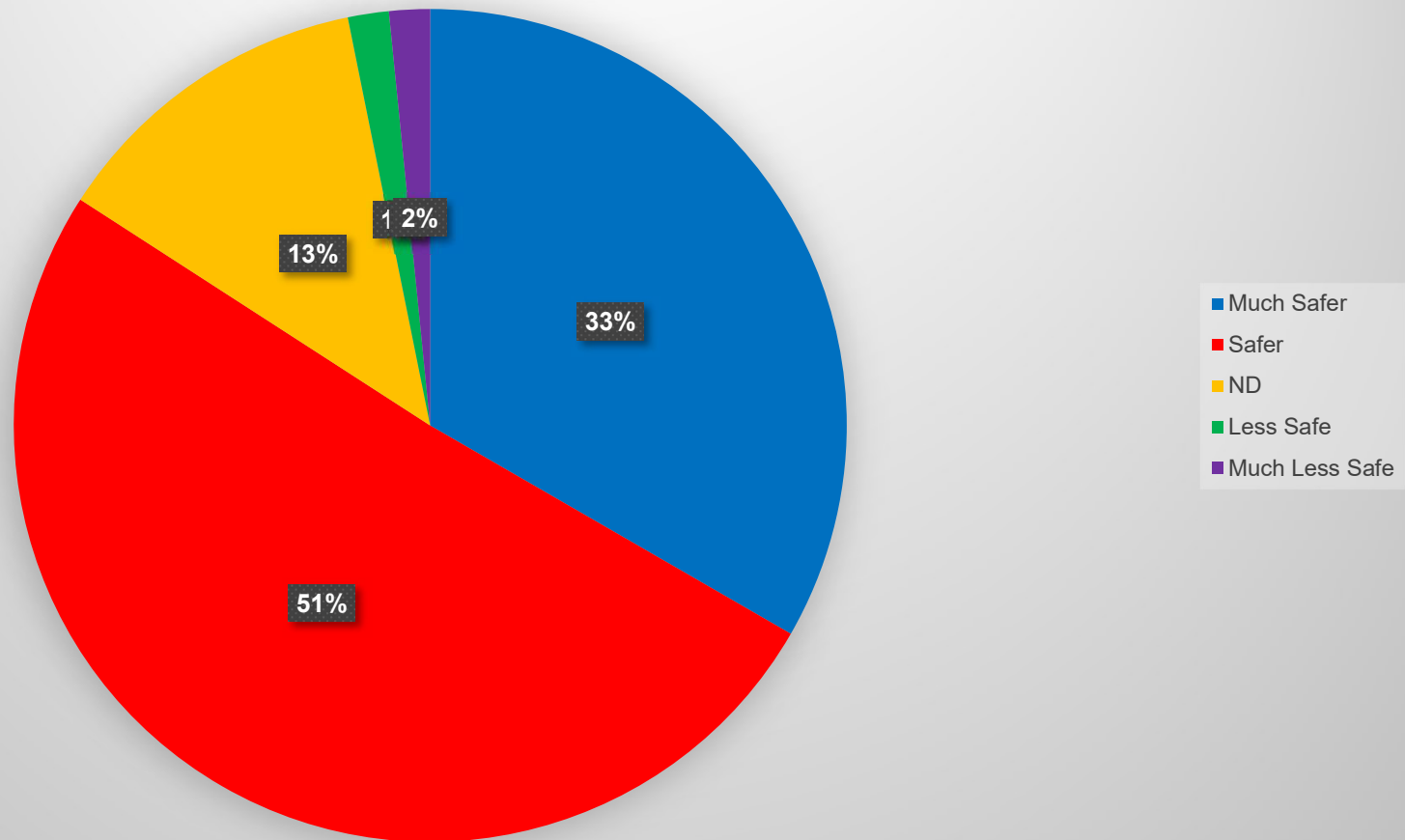
* Some respondents indicated their primary mode of travel involved more than one mode of transportation.

Functional Perception for Respondents That Primarily Travel by Foot



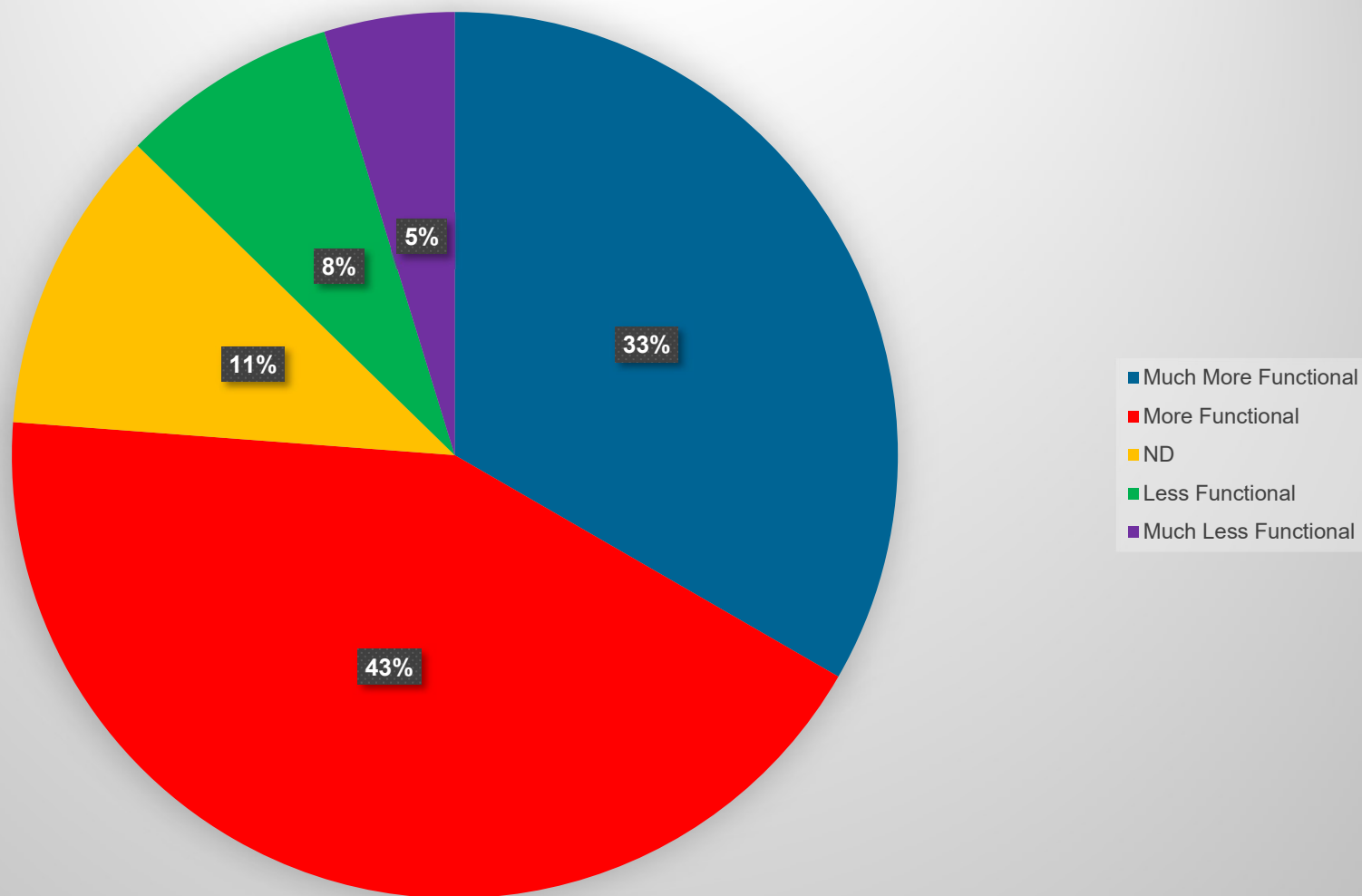
* Some respondents indicated their primary mode of travel involved more than one mode of transportation.

Safety Perception for Respondents That Primarily Travel by Bike/Scooter/Skateboard



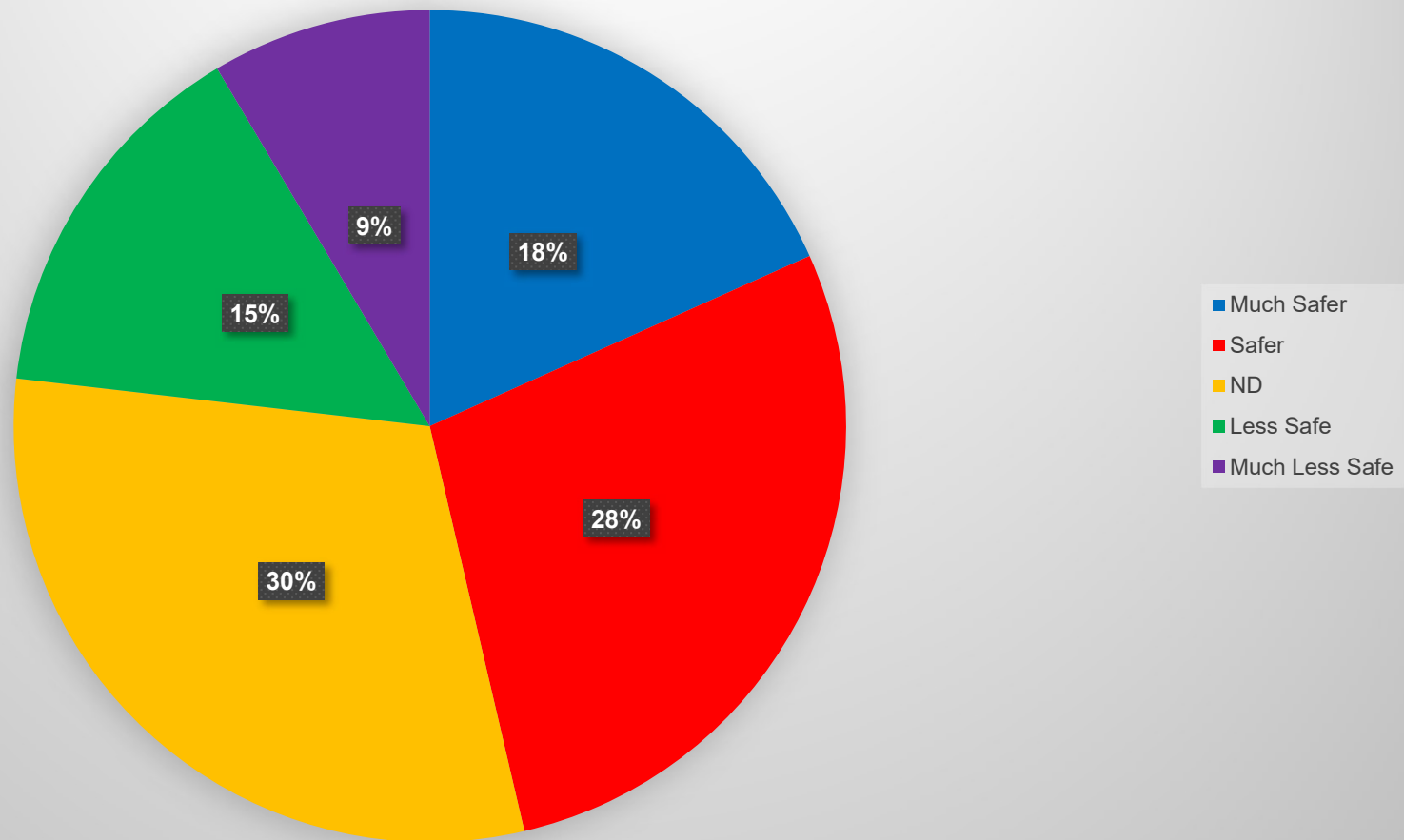
* Some respondents indicated their primary mode of travel involved more than one mode of transportation.

Functional Perception for Respondents That Primarily Travel by Bike/Scooter/Skateboard



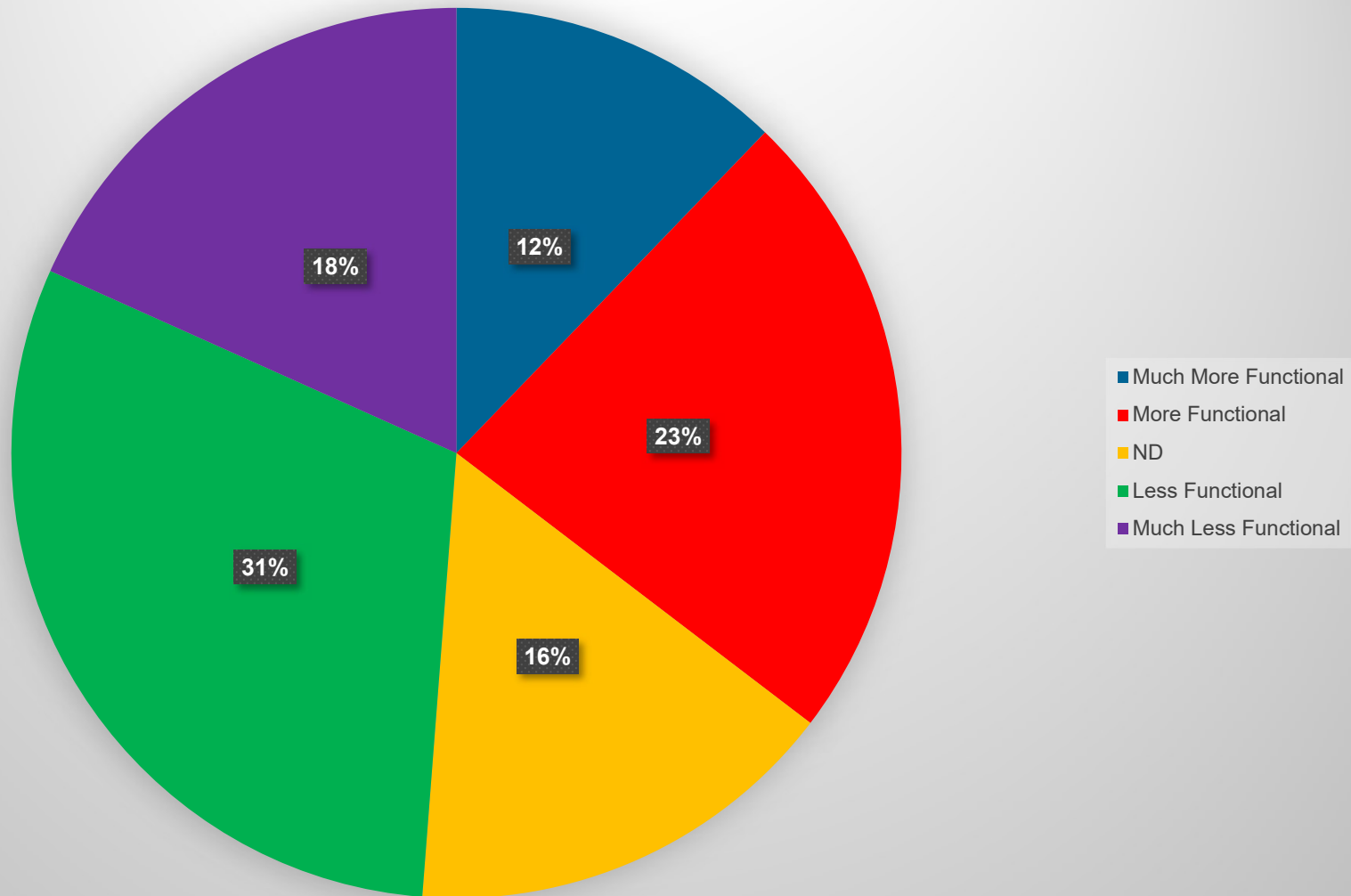
* Some respondents indicated their primary mode of travel involved more than one mode of transportation.

Safety Perception for Respondents That Primarily Drive Vehicles



** Some respondents indicated their primary mode of travel involved more than one mode of transportation.*

Functional Perception for Respondents That Primarily Drive Vehicles

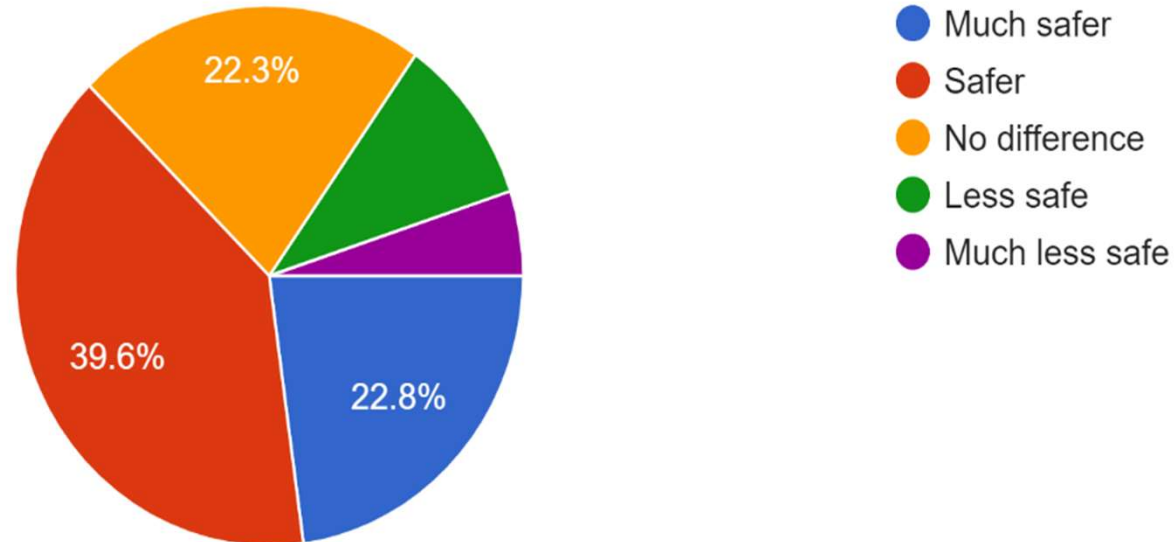


** Some respondents indicated their primary mode of travel involved more than one mode of transportation.*

Safety Perception by All Respondents

Does the new street configuration improve the safety for all road users

197 responses

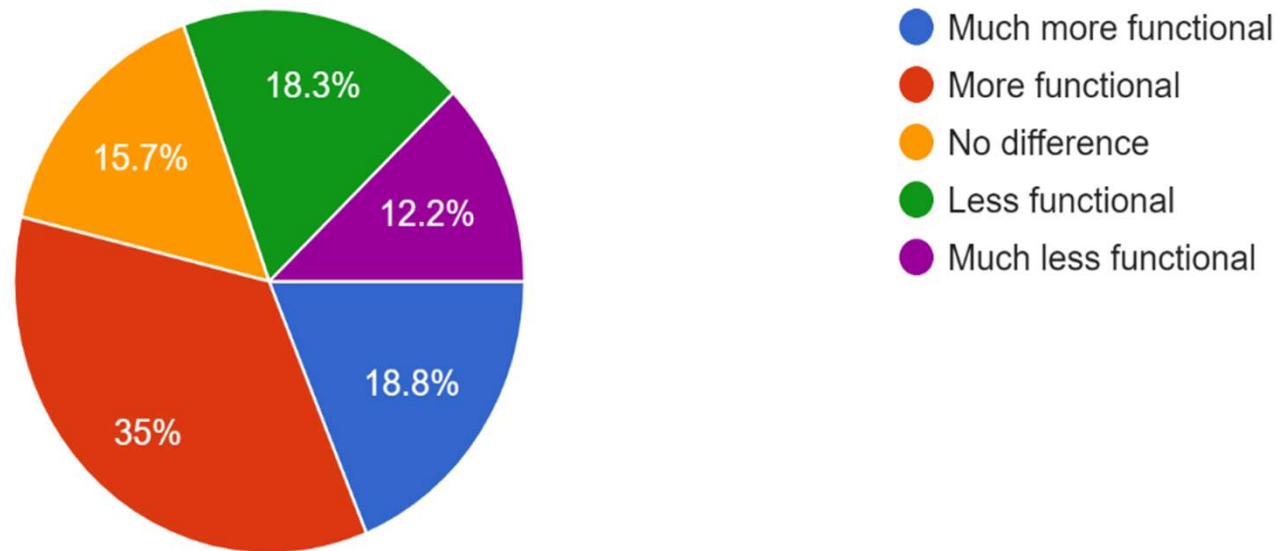


**Important to note, not all respondents answered every question.*

Functional Perception by All Respondents

Does the new street configuration make North Winooski Ave more functional?

197 responses



**Important to note, not all respondents answered every question.*

Occupancy Data

OCCUPANCY COUNT				Location: N Winooski			Inspector: Julia Ursaki, Phillip Peterson, Dora Bean, and Maddy Suender		
Date: 11-14-2023				Date: 11-15-2023			Date: 11-16-2023		
	9:00	13:00	19:00	9:00	13:00	19:00	9:00	13:00	19:00
	40	39	44	46	43	39	44	43	37
Total Spaces	52	52	52	52	52	52	52	52	52
% Spaces Used	77%	75%	85%	88%	83%	75%	85%	83%	71%
				9 am average	83%				
				1 pm average	80%				
				7 pm average	77%				
				Overall average	80%				

Traffic Counts

Vehicle Type	Week Total	Average/Day
Lights (cars)	41,067	5,867
Single Unit Trucks	628	90
Articulated Trucks	99	14
Buses	90	13
Bicycles	579	83
Total	42,463	6,066

Sample of Respondents Comments

"It is nice having the bike lanes. I experience much less harassment by drivers."

"We live in a duplex and only have space for one car, the less parking makes it difficult. My tenant received a ticket for parking in a short-term spot"

"While it is clearly a better design, it is still difficult to turn right going SW on N. Winnoski and turning right (heading east) on North Street because your mirrors and even turning your head has blind-spots for bikers that are heading in the same direction but slightly behind you on N.Winooski. Maybe a mirror on the street or different coloring through the intersection (N. Winooski and North Street) to let drivers and riders know that this is difficult intersection."

"The north end of the street, at the junction with Riverside Ave., is still quite dangerous for pedestrians and cyclists. It is tricky, at best, to access the Riverside path from N Winooski, and vice versa."

"Our business had accessible offerings, but we have since moved these offerings to another location due to the removed parking and not being able to assure that spots would be as available at our business frontage"

"As a driver, I like the better design and visibility of sharing the road. As an avid biker, while I don't usually ride on this road, I would think this would be an immense improvement."

Sample of Respondents Comments cont.

“Less parking is a real pain. Bummer no one was willing to listen to the concerns of those who hoped it wouldn't go away.”

“Continuity of bike facilities is a huge win!”

“Much more relaxed experience both in a car and on a bike. This stretch used to see a tremendous amount overzealous overtaking by drivers. I can ride at a comfortable pace without experiencing aggressive behavior by drivers. As a driver, there is no conflict when passing bike lane users and i don't have to keep an eye out for oncoming drivers who have sped up to 45 to get around a biker.”

“I have experienced greater issue with accessing parking while coming to work (I am employed at Community Health Centers, Riverside Ave). We don't have adequate parking for all employees, so we do frequently need to park on the street, and a decrease in parking on North Winooski and the surrounding area has put significant strain on my daily commute. As someone who lives outside of Burlington, the only way for me to commute is by car (bus schedules to my town do not allow for me to utilize public transit, moving closer to work is not an option for me at this time)”

“Drivers need to be more aware of cyclists and pedestrians.”



Thank you! Questions?

Phillip Peterson, PE

DPW Public Works Engineer

ppeterson@burlingtonvt.gov

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DEPARTMENT OF PUBLIC WORKS**

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Burlington, VT 05401
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802.863.0450 TTY

Chapin Spencer
DIRECTOR OF PUBLIC WORKS

Lee Perry
*DIVISION DIRECTOR
DPW MIANTENANCE DIVISION*

MEMORANDUM

To: Transportation, Energy, and Utilities Committee

From: Chapin Spencer, Director
Lee Perry, Division Director DPW Maintenance

Date: November 28, 2023

Re: Solid Waste Generation Tax Hauler Payment Update

Background

The City of Burlington Solid Waste Generation Tax (City Ordinance Chapter 14-14), is a monthly tax assessed to local area waste haulers that pick up trash from residential properties, in the City of Burlington. The purpose of this tax is to fund the City's Recycling program, which includes all employee salaries, benefits, vehicle purchases, and other associated costs. There are currently five (5) haulers that service residents in the City of Burlington. Casella, Gauthier, Myers, Duffy's, and Curb Resource. Between the five haulers, in FY23 there were a total of ~12,200 RDU's (Residential Units) per month, serviced in the City of Burlington. Currently, in FY24 through September, they are averaging ~12,100 RDU's per month. The current SWGT fee is set at \$5.66 per RDU.

Currently all haulers are up to date on their SWGT payments through September, as the billing is not due until the end of the month following the billing period, example: September billing is not due until the end of October. In years past, there have been some instances where haulers would be consistently delinquent on their payments by one or two months. This was rectified through persistent phone calls, and email outreach and reminders to the hauler that were delinquent, and since this hauler has been up to date with no other delinquent payments for some time.

If you have any questions please reach out to Lee Perry lperry@burlingtonvt.gov

AGENDA ITEMS	Action Requested (type)	Point of Contact	Est. Time	POC Notes
FUTURE TEUC ITEMS (Date undetermined)				
Rooftop Solar Regulations - Requested by Gene Bergman for Jan 2023	Information	B Ward / Fire Marshall		Mark will talk with Bill Ward
Solar Ordinance (follow up on South Burlington item)	Information	B Ward / M Tuttle / CAO	20 mins	potential for December 2023 meeting
Emissions Benchmarking	Information	Mark B		Tentative - Mark discuss with Darren and Nic, Gene wants this to include BIA and VTANG
VTANG Resolution Actions	Information	Mark B		
Solar on the Manhattan Landfill	Information	Gene B	30 min	from 6/27 TEUC
TDM policy, study, zoning coordination	Information	Gene B		Gene Bergman email request
Incentives and Regulations for Thermal Energy Networks	Information	Gene B	30 min	Gene said could be part of an item on solar in November
Winooski Bridge Replacement Update	Information	Maddy/Laura/HNTB	30 min	moved from Nov 2023
12-19-23 TEUC (Adjusted date)				
Winooski Bridge Replacement Update	Information	Maddy/Laura/HNTB	30 min	moved from Nov 2023
Solar Ordinance & Rooftop Regulations	Information	Bill Ward/Meagan Tuttle/CAO	40 min	moved from Nov 2023